BUS&COACH BUYER

16 FEBRUARY 1996 | ISSUE 345

THINK AHEAD - ACT NOW!

NEW S 250'S in build, delivery April/May 1996. Engine options available with Mercedes and M.A.N. configurations include full exe[illegible] models 48/49 reclining seats, as well as grand touring vehicles with 53 recliners. Part exchanges considered - do not wait, place your order NOW!

3 SOLD

◆ 1992 S215HD's - with full executive [illegible]as. With [illegible] air conditioning - sold with 6 months warranty

ONE SOLD

◆ 1991 S215HD - with full list of [illegible]s and air condition[illegible] sold with 6 months warranty

SOLD

◆ 1985 S228DT - double decker with 74 reclining seats - full fitments - long ticket. In good condition. Much sought after, not often available secondhand.

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SERVICE - Specialists in the Setra product for all aspects of service, repair, engine rebuilds, heating, painting etc. Contact for more information.

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Kässbohrer

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Roadside emissions checks

Trinity/Cummins collaboration

Face to Face with Ron Whittle

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- 49/53 Reclining seats + courier, 7-speed comfort-shift or ZF fully automatic gearbox, retarder, toilet
- 49 Relining seats + courier, 7-speed comfort-shift gearbox, air-conditioning, retarder, toilet
- 55 Reclining seats + courier, 7-speed comfort-shift gearbox, retarder
- 57 fixed seats + courier, 7-speed comfort-shift gearbox, retarder

SCANIA 320bhp VAN HOOL ALIZEE HE

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Worksop, Nottinghamshire S81 7DJ
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DAF SB 3000 VAN HOOL ALIZEE

1989 (F) 49 reclining seats, Webasto, drivers bunk, double glazing, foot rests, seat back nets, water boiler, fridge, curtains, carpets, wired for TV & Video, sunken centre toilet, continental door, MOT 9.12.96

SCANIA K112 PLAXTON 4000

1985 (C) 72 reclining seats, 2 courier seats, toilet, drinks, repainted white, MOT 31.8.96

SCANIA ELITE K113 PLAXTON PARAMOUNT 3500

1992 (J) 7 speed manual GR801 comfort shift gearbox, ABS, road speed governor, variable top speed limiter, exhaust brake, kneel facility, ferry lift, autolube, electric retarder, Webasto heating, inswinging entrance door, central continental door, centre toilet, half rear emergency door, 3 roof vents, forced air ventilation, aircraft lockers, crew compartment, grey moquette, 49 reclining seats, centre gangway carpet, double glazed, rear curtains, side blinds, aluminium wheels, Blaupunkt radio/PA system. MOT 13.9.96

VOLVO B10M VAN HOOL ALIZEE SH 310 BHP ZF

1986 (D) 6 speed splitter gearbox, 28 reclining seats & courier seat, 8 tables, Sutrak air conditioning, Webasto, alloy wheels, radio/PA/cassette, 2 x TV & videos, rear saloon mounted toilet & rear kitchen with fridges, sinks, hot & cold water, oven, storage cupboard, rollo blinds, double glazed. New MOT

VOLVO B10MT PLAXTON 4000 RS

1989 (F) 65 reclining seats plus twin courier, TV/video stereo, Telma retarder, brown/orange chevron moquette, exterior all white, toilet, double glazing, sun blinds, curtains, carpets, drinks, fridge, driver's bunk, crew seat. New MOT

VOLVO B10M VAN HOOL ALIZEE

1989 (F) ZF 6 speed S690 manual gearbox, Telma retarder, autolube, 53 reclining seats including seat belts, half rear emergency exit, double glazed side windows with blinds, radio/PA/system, 10 blue moquette, 14 brown/orange moquette, **choice of ~~24~~ 14 — 10 SOLD**

VOLVO B10M VAN HOOL ALIZEE

1990 (G) ZF 6 speed S690 manual gearbox, Telma retarder, autolube, ferry lift, road speed governor, variable top speed limiter, exhaust break, Webasto heating, plug front entrance door, centre continental door, half rear emergency door, centre toilet, servery, crew compartment, 3 roof vents, forced air ventilation, Ishringhausen drivers seat, courier seat, 49 reclining seats, double glazed side windows, side blinds, rear curtains, radio mobile, radio/pa/system, brown/orange moquette. MoT 1 x Feb '96, 1 x Jan '96, **choice of 2**

VOLVO B10M MKIII VAN HOOL ALIZEE

1991 (H) ZF HP5000 Automatic gearbox, ABS, autolube, 49 reclining seats including seat belts & crew seat, centre continental door, double glazed side windows with blinds courier seat, mid-section servery/fridge & toilet, radio/PA/system, brown/orange moquette, **choice of 11**

MAN JONCKHEERE

1990 (G), low driver, 6 speed ZF gearbox, Sutrak air conditioning, 32 reclining seats with seat belts plus courier, radio/PA/cassette, 2 TV & videos, rear saloon toilet & rear servery, microwave, 3 fridges, hot & cold water, rear storage space, double glazed and curtains, 8 tables, wheel disc. New MOT

MAN JONCKHEERE DEAUVILLE 16,290

1989 (F), low driver 6 speed ZF gearbox, Sutrak air conditioning, 32 reclining seats with seat belts plus courier, radio/PA/cassette, 2 TV & videos, rear saloon toilet & rear servery, 3 fridges, hot & cold water, rear storage space, double glazed & curtains, 8 tables, wheel discs, New MOT

LEYLAND LEOPARD PLAXTON SUPREME

1979 (T), 53 seats, tinted windows, power door, exterior black/gold, brown moquette, MOT 14.11.96

LEYLAND LEOPARD PLAXTON SUPREME

1980 (V), 57 seats, exterior black/gold, brown moquette, MOT 16.10.96

SETRA TORNADO 215HD

1992 (J) MAN engine, ZF 7 speed gearbox, Voith retarder, 49 reclining seats & courier seat, sunken centre toilet with continental door, Webasto heating, Sutrak air conditioning, servery unit with water boiler, front mounted fridge, radio/PA/system, 2 TV monitors and video, drivers bunk, drivers door with wardrobe and central locking, MOT 6.12.96

Euroway Estate, Junction 1, M18 Motorway, Rotherham

Tel: 01709 700600. Fax: 01709 700007

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BUS FAIR?

MAN 11.190
13.91 mpg
Based upon a yearly mileage of 50,000 miles the annual fuel bill will be some ***£8,806**

Dennis Dart
13.15 mpg
Based upon a yearly mileage of 50,000 miles the annual fuel bill will be some ***£9,315**

Volvo B6R
10.68 mpg
Based upon a yearly mileage of 50,000 miles the annual fuel bill will be some ***£11,470**

At recent fuel trials carried out by the British Bus Group, one of the group's MAN 11.190's clearly demonstrated the model's fuel saving characteristics by decisively outperforming its two major competitors.

With fuel prices easily the largest single running cost for today's operators, the MAN 11.190's performance can provide *significant* savings for any operation - *particularly* when considered over the working life of an MAN chassis.

For more information on how MAN's fuel efficient vehicles can cut *your* organisation's operating costs, simply call Richard Noy at MAN on FREEFONE 0800 378605.

You have nothing to lose but excessive fuel bills - which makes MAN buses a very 'fair' proposition indeed!

*Annual costs based upon diesel at £2.45/gallon.

MAN Truck & Bus UK Ltd.,
Swindon, Wilts, SN5 8YU.

MAN

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Front Cover:

Flagships of the Go Whittle fleet are eight Plaxton Premiere 350 bodied Dennis Javelin GX coaches.

News

Trinity/Cummins collaboration

A five year technical collaboration and supply agreement has been signed between Trinity Holdings plc and Cummins Engine Company for the supply and development of the next generation of buses, fire appliances and refuse collection vehicles. The move will allow both concerns to combine their marketing and technical development resources and they claim the integration of advanced engine electronic management with vehicle drivelines will enhance performance in addition to meeting forthcoming emissions requirements. The development and incorporation of Cummins electronic business information systems is also claimed to offer enhanced value for customers.

Cummins engines have been widely used by Dennis Specialist Vehicles since 1986 and the new agreement will extend their use to the Dennis Eagle Elite refuse collection chassis. Also included in the agreement is a development programme for an advanced electric drive system for a lowfloor bus which will be powered by a low emission Cummins diesel or gas engine. It will offer a completely flat saloon floor.

Capital Coaches orders

Capital Coaches has placed orders for 10 new full sized coaches for the 1996 season. The vehicles consist of four Volvo B10M Plaxton Premiere 320s which will be allocated to the Gatwick operation, and six more Setra S250HDs. Delivery is scheduled for April and May and each coach will replace a similar but older vehicle.

The Setras have been specified with 53 seats and air conditioning and will maintain the number of Setras in Capital's touring fleet at the 20 mark, no less than 11 of which will be S250s. Managing director, Paul Cowell, confirmed that he hoped to be entering one of the Setras at the Brighton Coach Rally on April 20 and 21.

Brighton Rally dates

That most important of dates on the coaching calendar, the Brighton Coach Rally will take place this year on Saturday 20 and Sunday 21 April. This year's road run will commence from the Brighton Marina where coffee and croissants will be provided for competitors.

Trade support will, as in previous years, be considerable with a number of new exhibitors having already taken stand space. Anyone wishing to enter the rally or exhibit at the event can obtain the necessary forms and information from Ann or Paul Cousins of Coach Displays Ltd by telephoning 0181 842 0056 or faxing 0181 842 0070.

For those who have not yet arranged accommodation special rates have been agreed with the Old Ship Hotel. Those wishing to take advantage of them should contact the hotel direct on 01273 329001.

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Emissions checks

Local Authorities are to be given powers to enforce emissions regulations through roadside checks. The announcement was made by Steven Norris, Road Safety Minister, who claimed, 'These measures are part of our commitment to improving local air quality.'

Personnel from local authorities will be specially trained in testing procedures and will perform emissions checks on vehicles stopped by a police officer. The authorities will also have powers to penalise drivers of parked vehicles who leave their engines running unnecessarily. Operators with vehicles failing spot checks will face fixed penalty fines and vehicles will need re-testing to show emissions are within the acceptable limits.

Go-Ahead changes

Trevor Shears, finance director of the Go-Ahead Group, is to retire on 31 March. Trevor (51) was part of the original management team which acquired Go-Ahead from the National Bus Company in 1987. He joined the industry in 1974 after qualifying as a chartered accountant with Peat Marwick Mitchell and will now pursue his part-time interests in transport, the arts and various charities.

Replacing Trevor as group finance director is Ian Butcher (44) who also qualified with Peat Marwick Mitchell. He then moved to become finance director at Anglia Oils Ltd and in 1990 became group finance director to Casket plc. He joins Go-Ahead on 1 April.

Volvo square deal

Volvo is claiming operators can make substantial savings when having replacement engines and gearboxes fitted in Volvo workshops. The Square Deal promotion runs until the end of 1996 and includes the cost of fitting in with the retail price. It also includes the new three year/500,000 km warranty. To qualify for the extended warranty the dealer must be satisfied with the condition of the radiator/compressor and the vehicle must be serviced by an authorised Volvo truck and bus dealer. There is no age limit on the vehicle.

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Volvo News

B10M Leads Again

The evergreen B10M picked up three coveted positions in the British market in 1995. It was the best selling coach, with 584 registrations, the best selling full size single decker, with 289 registrations, and the best selling psv of any kind. Close relatives, the B10B and B10L, boosted "family" numbers to 1061, a fine performance.

As a Coach

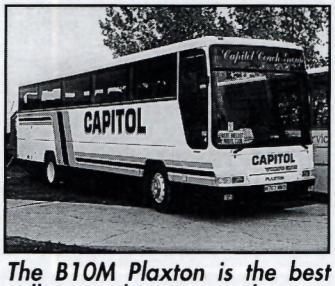
Commenting on the success, Bill Russell said: "We have always considered B10M to be the most versatile platform which meets the needs of the industry. As a coach, the two axle model comes with a choice of engine ratings - 245, 285 and 340bhp.

"We also offer the B10M SE with a midships and a full rear locker, and the three axle B10MT for the highest and heaviest duty specification of coachwork. The mid engine layout has many advantages, particularly even weight distribution whether laden or empty, and better compatibility with the UK's restrictive gross rear axle limits, which continue to be out of line with the European Union."

As a Bus

"The B10M bus is another story. Although the spotlight is on low floors, not every town and every route can accept the layout. If we are realistic, they are part of a total concept, which means local authorities have to provide compatible stops, and make sure that they are kept clear for buses. If there is a parked car in the way, a passenger in a wheelchair cannot bridge the gap from the kerb to the bus.

Very large numbers of B10M buses have entered service with Stagecoach.



The B10M Plaxton is the best selling combination on the market.

"We have B6 LE and B10L, and the first B10B LE for a British bodybuilder is due within the next four weeks, so we can cover the low floor demand from three angles. The B10M bus meets a different kind of demand. It is simple and very cost effective. The front suspension can kneel to below the DPTAC 2 limit to give an entrance platform less than 650mm above the ground.

"We have valued customers like Stagecoach, Kelvin Central and Mainline who are convinced about the B10M bus on commercial services. There are steps at the entrance, but they are shallow and they lead onto a flat floor where all the seats are forward facing. It's a layout which is versatile and popular on longer services, and lends itself to local private hire at busy times. We have good order cover for B10M buses for this year.

Best Residuals

Bill has been around long enough to recall the early days with B10M. "What pleases us most is that B10M commands the best residual value in the industry, by a large margin. You don't get that sort of reputation easily. It has to be won. Residual values are not set by us, but by the market, and by that I mean the customers and dealers.

"We value the customer for the used B10M very highly. His decision keeps our new market moving. He might feel some pain in paying more for a B10M than a competitive make of the same age, but once he goes the B10M route, he enhances the value of his business. We are comparing investment with purchasing!

"The bus and coach industry is becoming more and more professional. The buying decision and the purchase contract are becoming relatively less important. The business is now primarily about whole life cost, which includes the purchase price and the residual value, but is more and more focused on running costs.

Dealer Network

"We have a Dealer network which is trained and stocked to keep Volvo products on the road. It is the best bus and coach network in the country, as more and more customers are discovering. Our network is one of the main reasons why we consistently retain market leadership."

Volvo News

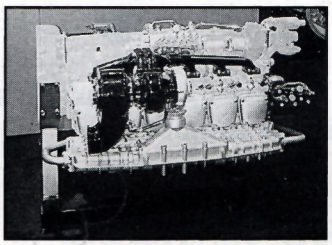
Euro 2 Engines Now

Volvo Bus is offering Euro 2 engines now, a full eight months before they become mandatory on 1 October. As Planning Manager, Adrian Wickens has been closely involved in the programme.

The table below shows how permitted levels of nitrous oxide and particulate emissions are being progressively reduced, and the anticipated further reduction for Euro 3.

Adrian says: "The new engines come with new designations. The familiar THD100 family in the B10M will become the DH10A, followed by a dot and the power in bhp. The B6 engine becomes the D6, and the D12 has been available for some time in the B12.

"Our engineers have concentrated on minimising particulates, because they are uppermost in the public perception of diesel engines. Unfortunately, although the market is rising, only a very small percentage of buses even have Euro 1 engines. It means that it is going to take a long time to get the benefit of cleaner engines onto the streets, but we hope the operating industry will play its part by promoting the new generation of cleaner and greener buses.



The Volvo DH10A engine meets Euro 2 and is available now.

"We seem to be settling into a pattern where, every five years or so, there will be successive levels of reduction of permitted emissions. We expect to know the Euro 3 limits fairly soon, and they will probably come in by the year 2000.

"Obviously, there is a cost in complying with the legislation. We reckon that the price of Euro 2 engines will add about 1% to the overall price of a typical heavy duty bus. That is a very small margin for the improvement in image. We also forecast that the Euro 2 engine will be more economical and will, over a period of time, compensate for the slightly higher price.

"One of the anomalies of the Euro emission legislation is that we have to make sure that our engines comply, but there is no control once they go into service. There is nothing to prevent an operator picking up the cheapest diesel on the market.

"As a company, care for the environment is a corporate value but the time is rapidly approaching when the oil industry has to come into the equation. It will become progressively much more expensive to meet future Euro limits unless there are concurrent legislative standards for the quality specification of diesel fuel. We certainly hope to see progress in this area before Euro 3, because cleaner fuel will also benefit the majority of vehicles - the old ones"

	1980	1985	1988	Euro1	Euro2	1999
NOx	20	13	8.3	7.5	6.5	5
PM	1	0.55	0.3	0.19	0.09	0.05
	1980	1985	1988	1993	1996	1999
NOx	100%	65%	42%	38%	33%	25%
PM	100%	55%	30%	19%	9%	5%

Measured in grammes per kiloWatt/hour

Hess has joined the growing number of bodybuilders on the B10L. This one was exhibited at the recent Geneva show.

Square Deal Parts

Volvo is offering extended warranty terms, free of charge, through the Dealer network. Any Volvo part fitted in a Dealer's workshop will be covered by a two year or 200,000km (whichever first occurs) warranty for the part and labour in event of defect. Genuine Volvo exchange engines, gearboxes and axles will be covered for three years or 500,000km, provided they are fitted and serviced in a Volvo Dealership. The only items excluded from these industry leading terms are of course consumables like filters, friction materials, lubricants and coolants.

Find out about the Volvo Square Deal from your nearest Volvo Dealer. It pays in the long run to use genuine parts.

Better Treatment

The Irvine Plant has made another significant step forward in quality, this time on chassis paint procedure. All chassis parts are now prepared with a pre-zinc phosphate coating, which is then followed by a powder coated top finish in Volvo grey. This will significantly improve the durability and life of the chassis paint, as long as Volvo's maintenance recommendations are followed.

Saffle Trials

Saffle has been running trials with Stockholm Transport on a new simplified generation of bus wiring which is proving very reliable and can give instant diagnosis capability, using a simple lap top computer.

Following these successful experiments, Volvo Bus will be bringing the technology to the British market later this year on its bus chassis. More details will be announced in the spring.

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PARTS STOCKISTS:
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TOYOTA OPTIMO

1994 (September) MAN 11.190 CAETANO ALGARVE II
35 recliners, grey/red/blue moquette, double glazed tinted side windows, curtains, courier seat, continental door, power entrance door, finished duo blue.
M.O.T. AUGUST 1996

1994 VOLVO B10M VAN HOOL ALIZEE-HE 12M
49/53 recliners, centre sunken demountable toilet, continental door, double glazed tinted side windows with roller blinds, wired TV/video, finished white.
M.O.T. OCTOBER 1996

1993 VOLVO B10M PLAXTON PREMIERE 350 12M
53 recliners, red/black stripe moquette, rear continental door, double glazed tinted side windows, courier seat, power entrance door, finished white/orange.
M.O.T. SEPTEMBER 1996

1991 (AUGUST) LEYLAND SWIFT REEVE BURGESS HARRIER
37 seats, brown/orange moquette, power entrance door, finished white.
M.O.T. JULY 1996

1991 TOYOTA CAETANO OPTIMO
21 seats, brown moquette, courier seat, curtains, power entrance door, speed limiter, finished white/green/gold.
M.O.T. JANUARY 1997

1990 VOLVO B10M VAN HOOL ALIZEE-H 12M
49 recliners, brown/orange moquette, centre sunken toilet, continental door, driver's berth, courier seat, double glazed tinted side windows, curtains, water boiler, fridge, power entrance door, finished cream/blue.
M.O.T. OCTOBER 1996

1990 TOYOTA CAETANO OPTIMO
21 seats, brown/fawn moquette, courier seat, curtains, power entrance door, finished white.
M.O.T. APRIL 1996

NEW for '96
VOLVO B10M VAN HOOL ALIZEE
VOLVO B9M VAN HOOL ALIZEE
BOVA FUTURA FHD 12.330
BOVA FUTURA FLD 12.270
BOVA FUTURA FLC 12.275
Discuss your requirements now!

1990 DAF SB3000 VAN HOOL ALIZEE-DH 12M
51/53 recliners, re-trimmed brown graffiti moquette, centre sunken demountable toilet, continental door, double glazed tinted windows, curtains, courier seat, provision for driver's berth, water boiler, wired TV/video, low driving position, finished cream/brown.
M.O.T. NOVEMBER 1996

1989 (August) LEYLAND TIGER 260 DUPLE 320 12M
53 recliners, brown/orange moquette, double glazed tinted side windows, pull-down blinds, power entrance door, TELMA retarder, chassis autolube, finished all white.
M.O.T. SEPTEMBER 1996

1989 (October) DAF DKFL VAN HOOL ALIZEE-H 12M
51 recliners, beige/brown/orange moquette, courier seat, centre sunken toilet, continental door, double glazed tinted side windows, curtains, water boiler, power entrance door, TELMA retarder, wired TV/video, finished white/green/red.
M.O.T. MARCH 1996

1989 VOLVO B10M VAN HOOL ALIZEE-H 12M
52 recliners, brown/orange moquette, courier seat, tinted side windows, power entrance door, finished white/blue.
M.O.T. FEBRUARY 1996

1988 VOLVO B10M VAN HOOL ALIZEE-SH 12M
49 recliners, orange/brown/red moquette, o/s rear toilet, continental door, servery, drinks machine, fridge, double glazed tinted side windows, driver's berth, power entrance door, finished duo blue.
M.O.T. NOVEMBER 1996

1988 VOLVO B10M JONCKHEERE JUBILEE B599 12M
51 recliners, grey/red moquette, o/s rear sunken toilet, continental door, courier seat, double glazed tinted side windows, curtains, water boiler, fridge, wired TV/video, power entrance door, finished white/red/grey.
M.O.T. MAY 1996

1988 VOLVO B10M PLAXTON PARAMOUNT 3500 12M
51 recliners, beige/orange moquette, tinted side windows, curtains, drinks machine, o/s rear sunken toilet, continental door, power entrance door, finished cream/red.
M.O.T. JANUARY 1997

1988 LEYLAND TIGER 260 PLAXTON PARAMOUNT 3500 12M
49 recliners, red/grey moquette, sunken toilet o/s rear, continental door, double glazed side windows, curtains, courier seat, water boiler, finished cream/grey.
M.O.T. JANUARY 1997

1986 VAN HOOL ALICRON INTEGRAL 12M
51/53 recliners, grey/orange moquette, centre sunken demountable toilet, continental door, double glazed tinted side windows, curtains, MAN power, finished silver/brown.
M.O.T. DECEMBER 1996

1986 VOLVO B10M PLAXTON PARAMOUNT 3500 12M
52 recliners, brown/orange moquette, tinted side windows, curtains, courier seat, finished white/blue/orange.
M.O.T. JULY 1996

News

In defence of the Mutual Aid Scheme

My main reason for writing concerns an article that appeared in the magazine in the 19 January, regarding Independent Recovery Services. I am concerned that the article contained some negative views of the CPT Mutual Aid Scheme that perhaps need responding to.

The Mutual Aid Scheme largely exists to provide operators in the scheme a guarantee of payment should they turn out for another member - thus doing away with all the questions and arguments that might otherwise take place when the breakdown occurs, leading to passenger discomfort and frustration.

It is not, however, a panacea for all situations and is clearly still subject to the availability of vehicles and staff by other companies. In the event of another coach company being unable to help, Mutual Aid members are guaranteed assistance from either the AA or RAC commercial assistance departments as free membership of these groups, with free phone assistance 24 hours a day, is part of the overall benefit of the scheme.

In any event, there is no reason for Independent Recovery Services not to talk with us at CPT with a view to being part of Mutual Aid.

Kind regards.

Yours sincerely.

Allan M Edmondson.
Confederation of Passenger Transport UK.

Metrobus lowfloor Excels in 1996 vehicle orders

Metrobus of Orpington have announced major investment plans for 1996 which will see no fewer than 21 new buses delivered. Scheduled for June delivery are 10 Optare Excel low floor buses, which will be the operation's first low floor vehicles. Metrobus have opted for the 10.7 metre variant, as managing director Peter Larking explained,' We needed full width buses, shorter than the Lance, but larger than the Dart and with a more robust gearbox. We ordered from the drawing board before we had seen one. They will be used on the 358 route and we believe they will be the first low floor buses to enter service on commercial routes in South East London.' The Excel is Cummins powered and has the Allison World Series automatic transmission.

Following the Excels in October and November will be 11 Volvo Olympians with Northern Counties Palatine 1 double deck bodies which will join a considerable number of Olympians in the yellow and blue colours. They will be the first Palatine I models delivered to the company although a Palatine 2 DAF DB250 was evaluated last year.

Chinese Scanias

Scania is to start bus production in China following the signing of an agreement with the Shandong Bus Corporation. The project is a 50/50 joint venture, each partner investing $10m US Dollars, which aims to produce around 1,000 buses per year for domestic Chinese inter-urban services. A new plant will be constructed at Liaocheng and the vehicles will be sold under the Shanscan name.

Registrations

SMMT FIGURES JANUARY REGISTRATIONS BUSES & COACHES

Manufacturer	JAN 96	JAN 95	YEAR TO DATE 96	YEAR TO DATE 95
BOVA	1	8	1	8
DAF BUS	6	15	6	15
DENNIS	61	103	61	103
IVECO GROUP	2	0	2	0
MAN	3	6	3	6
MERCEDES BENZ	0	2	0	2
OPTARE	32	12	32	12
RENAULT	0	0	0	0
SCANIA	25	29	25	29
VOLVO	161	161	161	161
OTHER BRITISH	0	2	0	2
OTHER IMPORTS	11	6	11	6
TOTAL BRITISH	141	137	141	137
TOTAL IMPORTS	161	207	161	207
GRAND TOTAL	302	344	302	344

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TRANSPORT OF CHILDREN WITH SPECIAL NEEDS

Quality Assurance

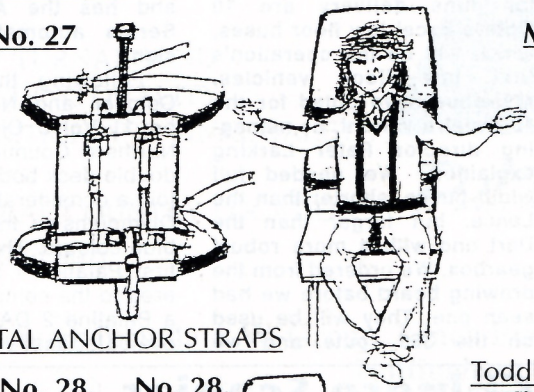
The C.E.Mark indicates that Crelling Harnesses for the Disabled operate a Quality Assurance System as required by the European Economic Community.

Currently there is no legislation for the performace of seat belts for people with disabilities, however, Crelling Restraint Systems are undergoing 'Impact Testing' at the Road Safety Laboratory, Middlesex University, London, to ensure a high degree of support and protection.

VEHICLE HARNESSES

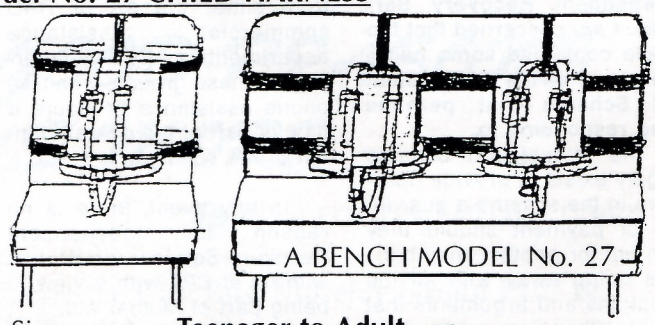
Several different models are available, specially designed to meet 'special needs,' and assist in the safe transport of disabled children, ranging from 2 years to 19 years (approximately). The restraints are easy to attach and detach, and are transferrable.

Model No. 27



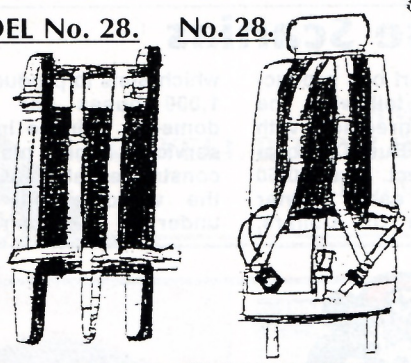
HORIZONTAL ANCHOR STRAPS

Model No. 27 CHILD HARNESS

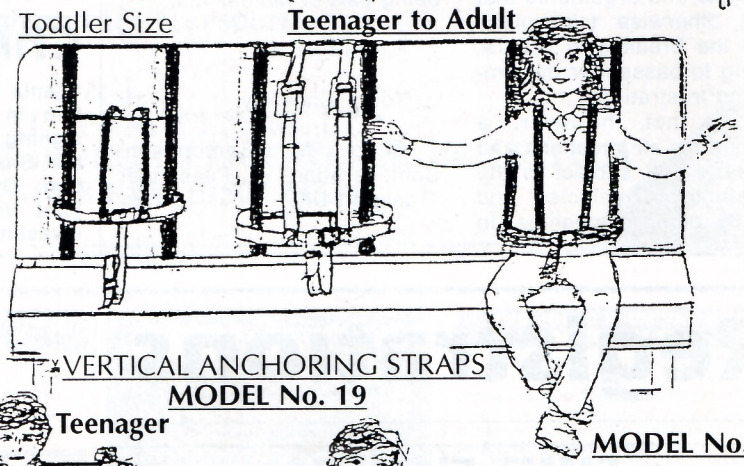


A BENCH MODEL No. 27

MODEL No. 28. **No. 28.**



Toddler Size **Teenager to Adult**



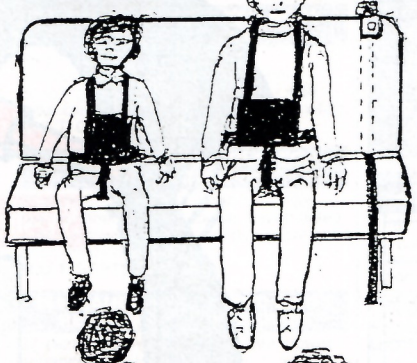
VERTICAL ANCHORING STRAPS

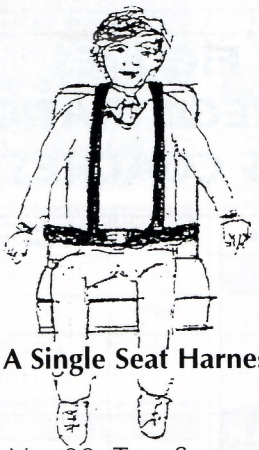
MODEL No. 19

MODEL No. 22 VEHICLE HARNESS

MODEL No. 22

Toddler Size. **Teenager**



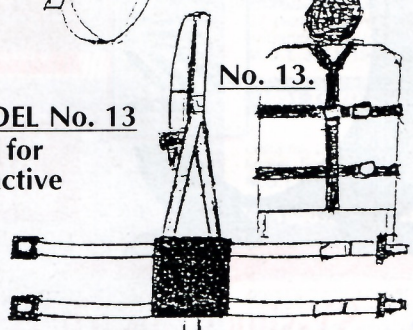


A Single Seat Harness

MODEL No. 13

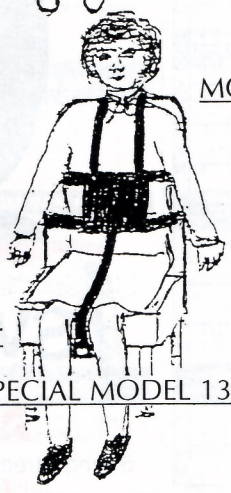
Child to Adult Harness

No. 13.



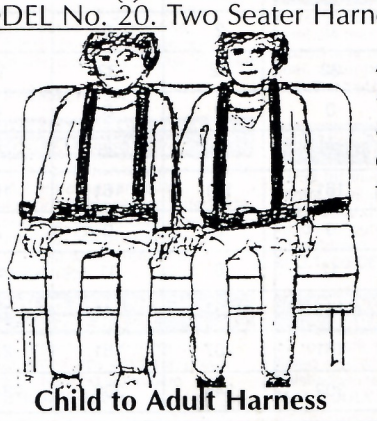
✳ **MODEL No. 13**
Special for Hyperactive

Specially designed to restrain the larger child to teenager during transport in a single seat of a vehicle



SPECIAL MODEL 13

MODEL No. 20. Two Seater Harness



Child to Adult Harness

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Seatbelts for Children- Regulations Announced

The Government has finally announced the details of its legislation requiring the fitting of seat belts on coaches and minibuses used to carry three or more children. The regulations are to be phased in with minibuses and coaches registered from 1 October 1988 having to comply from 10 February 1997, and coaches registered prior to 1 October 1988 having to comply from 10 February 1998.

The minimum requirement is for a lap belt to be fitted to a seat used by a child aged three to 16.

As part of the same legislation, the three and two seating concession which allows three children under 14 to sit on a seat fitted with two seat belts, will end on 1 May this year. This does not apply to buses.

Road Safety Minister, Steven Norris said, 'I believe these measures will further improve the good safety record of minibuses and coaches and will go a long way towards reassuring parents who may be concerned for the safety of their children when travelling in these vehicles.' He added, 'I am pleased that we have been able to introduce these measures independently and ahead of our partners in the European Union.'

Steven Norris believes the new regulations will reassure parents.

Steven Norris also confirmed that regulations for fitting all new minibuses and coaches, whether or not they are used for carrying children, will be introduced as soon as the necessary agreement has been reached in Europe. 'Meanwhile I will continue to encourage operators to fit all their vehicles with seat belts voluntarily,' he said.

CPT welcomed the announcement of the regulations which, 'puts an end to the uncertainty and speculation which followed the Gov-

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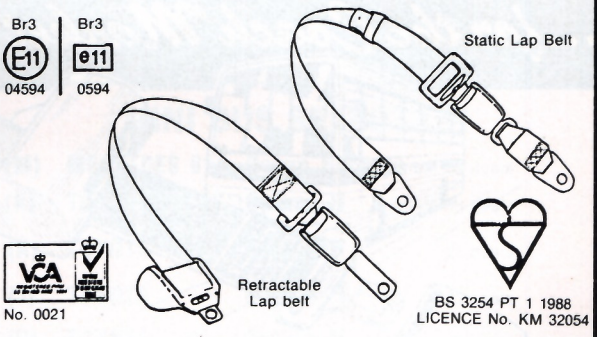

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COACH SAFETY BELTS BUS SAFETY BELTS

News

ernment's consultation exercise in March last year.' CPT Director General, Veronica Palmer, said, 'I am delighted that the Government has taken note of the CPT's concerns and recommendations and has allowed an extra year for coaches registered before October 1988 to comply. This is a victory for common sense.'

She also sounded a warning note, 'Even though the seat belts are to be fitted there is no requirement for them to be worn. CPT wishes to make it clear here and now that it must not be the responsibility of the driver to ensure that the children wear the belts provided. That must be the responsibility of the Authorities or the schools themselves. It may be that they will wish for the children to be supervised to ensure that the belts are worn. This could also help combat the serious and widespread problem of vandalism on schools transport.'

Lap belts on forward facing seats are the minimum requirements.

Editor's comment

What a kneejerk piece of legislation this is. I can't even commend it for the overdue ending of the illogical three to a double seat rule, because it doesn't do so on buses. Why not? Now seatbelts will have to be provided on coaches but passengers will still be expected to stand on buses - does this make sense in pure safety terms?

Far be it from me to suggest that the Government is inconsistent, but if it really wanted to do something about safety it would be requiring the same driver's hours limitations and driver testing standards for the voluntary sector, schools and Local Authorities as it does for licensed operators.

Three point belts can be fitted in many vehicles.

We already know from the actions of Local Authorities who think £40 a day for a schools contract is reasonable, that the cost is the dominant factor when tenders are awarded. Some are more demanding in terms of specifications and are presumably prepared to pay more for being so, but there will be strong pressure upon them to limit or avoid altogether any additional expenditure. If hiring buses rather than the inevitably more expensive belt equipped coaches is the answer many will do it. This raises another point. The definition of a coach is a vehicle, over 7.5 tonnes, capable of 60mph which has a separate luggage capacity. Officials at the DTp have confirmed that sealing off the boot and luggage lockers and fitting a speed limiting device or lower ratio rear differential would turn a coach into a bus for the purpose of the regulations. Apparently, if you then needed luggage capacity for private hire work you would be permitted to tow a trailer. Some will regard this as contrary to the spirit of the law - rather like a supposedly pro-public transport Government freezing fuel duty rebate and introducing a third lane ban. It may be true that parental pressure on local authorities would limit the scope for this

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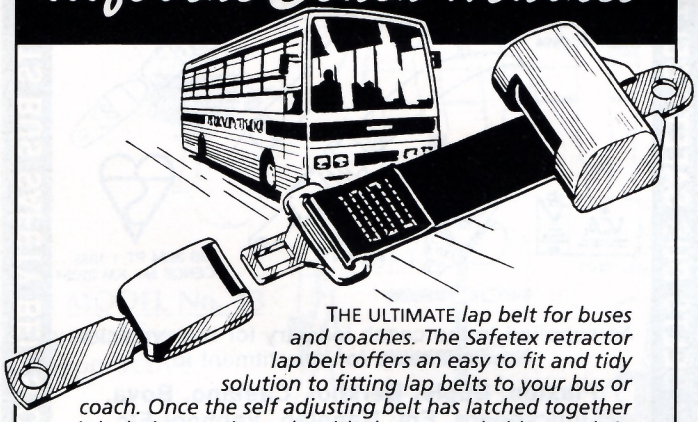

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News

kind of action, though such pressure might be reduced if the Authority made it clear that the alternative was higher local taxation.

It would be reasonable to expect Local Authorities to award longer term contracts to those prepared to make the investment in belts, in order to help them amortise the cost of conversion.

Will it actually save lives? I'm not questioning the principle that belts, if worn, make coach travel even safer, - but by increasing the cost of school transport provision to local authorities, without increasing the slim margins for operators, local authorities will look for additional ways of cutting back with the result that more children will end up travelling to and from school by car, bike and foot, each of which mode is very much more dangerous than travelling by coach.

We must never be complacent but, according to Government figures, the number of children killed on journeys between home and schools by bus, coach and minibus in 1994 was two. The new rules do not cover buses so one wonders how great the increase in safety achieved will actually be. The Government claims that the costs Local Authorities will incur as a result of the legislation have already been taken into account in the local Government finance settlement, but the authorities themselves have not been able to find any evidence of this. One thing is clear - Government has no plans to cover the costs incurred by operators. Somebody has to, and with the cost of bringing a pre-1988 vehicle in line with the regulations likely to be up to £10,000, the investment expected of operators is very considerable. Sadly some will not be able to make it, the value of pre-1988 coaches will drop and, there will be fewer coaches available for private hire and perversely, old buses will probably become more valuable and be on our roads even longer.

by Stuart Jones.

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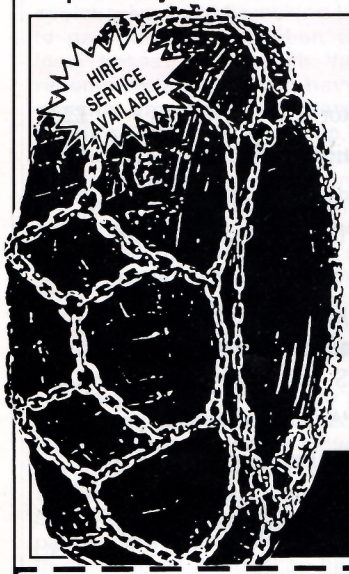

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93 (L)	SCANIA K113	Premiere 350	53 recliners, power door
93 (K)	DENNIS JAVELIN	Duple 320 SL	53 recliners, power door
92 (PP)	D.A.F. MB230	Algarve 3.5	49 recliners, toilet, power door
90 (G)	VOLVO B10M	Algarve 3.35	49/53 recliners, toilet
90 (PP)	MERCEDES 0303	Charisma	49 recliners, double glazed
88 (E)	D.A.F.MB230	Algarve 3.35	49 recliners, toilet, power door
85 (B)	LEYLAND TIGER	Laser II	53 seats, power door
84 (A)	LEY ROYAL TIGER	Doyen	46 recliners, toilet
81 (PP)	VOLVO B58	Plaxton	53 seats, power door

89 DAF SB2300 DEAUVILLE

51 recliners, courier seat, continental door, radio/PA/cassette

MINI BUS SELECTION

95 (M)	MERCEDES 814	Reeve Burgess	33 seats
93 (K)	TOYOTA	Optimo II	18 seats
92 (K)	TOYOTA	Optimo II	21 seats
91 (J)	TOYOTA	Optimo II	21 seats
90 (G)	TOYOTA	Optimo II	18 seats
90 (H)	MERCEDES 814	North Western	24 seats
88 (F)	VWLT 55	Optare City Pacer	23 seats, power door

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USED COACHES

1991 MAN 10.180 JONCKHEERE DEAUVILLE, 32 reclining, toilet, water boiler, double glazing, Webasto, video, 3 piece screens, power door, grey interior, exterior white with yellow/brown reliefs. MoT 15/3/96 ..... **£67,500**

1990 MAN 10.180 CAETANO ALGARVE, 35 recliners, crew seat, power door, Peage window, radio/taped/PA, tinted windows, drivers fan, in brown, ex cream/orange/green, MoT 4.3.97 ..... **£57,500**

1989 (G) VOLVO B10M PLAXTON PARAMOUNT 3500, 53 recliners, crew seat, rear toilet, inswung entrance door, radio/tape, wired for video, interior fawn/brown, exterior white, MoT 14/3/96 ..... **£75,000** SOLD

1989 SCANIA K112 PLAXTON PARAMOUNT 4000, double deck, 67 recliners, 2 crew seats, toilet, large fridge, Webasto, retarder, double glazing, radio/tape/PA, curtains, 4 tables, interior fawn, exterior white/red/yellow, MoT 30/5/96 ..... **£79,500**

1986 LAG PANORAMIC, 49 recliners, crew seat, double glazing, centre sunken toilet, continental door, hot water boiler, fridge, 2 monitors, Webasto, Telma, interior grey/red, exterior cream/orange/brown, MoT 30/4/96 ..... **£44,950**

1983 VOLVO B10M CAETANO ALGARVE, rebodied 1986, 49 retrimmed recliners, crew seat, centre continental door & toilet, Clarion radio/tape, power door, interior fawn, exterior white, MoT 29/6/96 ..... **£35,000**

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1984 VOLVO B10M BERKHOF ESPRITE, 53 recliners

1977 FORD R1114 DUPLANT, 48 seats SOLD

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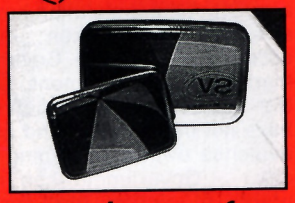

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C.P.T. Annual Dinner

Young promises more cash for V.I.

At the Annual Dinner of the Confederation of Passenger Transport, held at the Grosvenor House Hotel, Secretary of State for Transport, Sir George Young, announced additional spending on enforcement for the 1996/97 year. He is to increase by £145,000 to £495,000 the amount of supplementary funding allocated to the Vehicle Inspectorate for frontline enforcement. He commented, 'I attach the greatest importance to a continued high level of enforcement by the Vehicle Inspectorate, to ensure that the buses, coaches and lorries which operate on our roads are in a safe condition and that their drivers and operators obey the rules on driving hours and other traffic matters. The extra money for VI will allow the Inspectorate to maintain its frontline enforcement staff and run a full programme of roadside and other spotchecks. I will be asking VI to pay particular attention to local buses, in line with the recommendations which have recently emerged from Steve Norris's Bus Working Group.'

He added that, 'CPT members have nothing to fear from my proposals. Unfortunately, there are those who take advantage of the industry's good name while running dirty and unsafe vehicles. These cowboy operators are the ones from whom the public needs protection.'

He praised the industry's efforts and said, 'We are starting to see a significant slowing down in the long term decline in bus use. Indeed in some areas the numbers of passengers have increased. In other areas the decline has been halted for the first time since the war.' He added that, in achieving this, the contribution of the local authorities and the manufacturers should not be ignored.

Sir George Young pointed out that capital investment in new buses and coaches was rising and said he had no intention of turning the clock back and introducing measures to re-regulate the industry. However, he still felt there was room for improvement to which end he mentioned the Bus Working Group which had highlighted the need for: 'more stable services, geared more closely to the needs of passengers, with high quality accessible vehicles, pleasant and convenient waiting areas, attractive ticketing schemes, good passenger information, and traffic management measures designed to help buses.'

Sir George Young, Secretary of State for Transport.

Professing himself, 'a supporter of your industry,' he received a vociferous response from coach operators present with his assertion that, 'Since the deregulation of the coach industry in 1980, it has gone from strength to strength carrying millions of people a year in safety and comfort.' The audience's reaction to his claim that, 'A continuous replacement programme ensures that the fleet is kept up to date,' was even more animated.

He stressed that the ban on coaches using the outside lane, 'is only a trial,' and promised, 'I will, of course, consult further once we have the results from the trial.'

The Disability Discrimination Act, he said, 'Will bring new challenges and new opportunities.' Sir George then repeated the promise first made by Steven Norris and said, 'We will only move forward when we, and you are confident that we can do so without jeopardising operational or financial viability.'

In his speech, CPT President, Ron Whittle, said that having 12 Secretaries of State in not many more years did not help a cohesive transport policy and welcomed Sir George Young with his, 'known support for our industry.' Welcoming the many Traffic Commissioners present, he said, 'They know our industry and all its problems, and are better placed to act as both Father Confessor and Fat Controller than any expensive and unknown regulator.'

Ron Whittle, CPT President, takes the podium at the Grosvenor House.

Ron complained that the freezing of fuel duty rebate and subsequent fuel tax increases had hurt the industry to the tune of £50 million a year. He pointed out that legislation, the general economy and changes in the business profile had left thousands of small operators languishing in a spiral from which they could see no escape. Citing changes in European and ECE legislation on vehicle construction coupled with the fall in the value of the pound he said that vehicle prices had doubled in the last eight years. 'Education budget restrictions have put intolerable pressure on school transport prices and with reduced business operators have been under the greatest difficulty in trying to square the circle,' he said. He pointed out that operators faced competition from organisations who did not have to meet the same standards as PSV operators and asked that the secretary take on board the need for 15 metre coaches, 'sooner rather than later.'

In conclusion Ron said, 'We all know that if one wants to give the towns and cities back to the people, and to maintain a reasonable quality of life in the rural areas, and one wants to achieve this within a reasonable time frame, there is only one answer - Public Transport.'

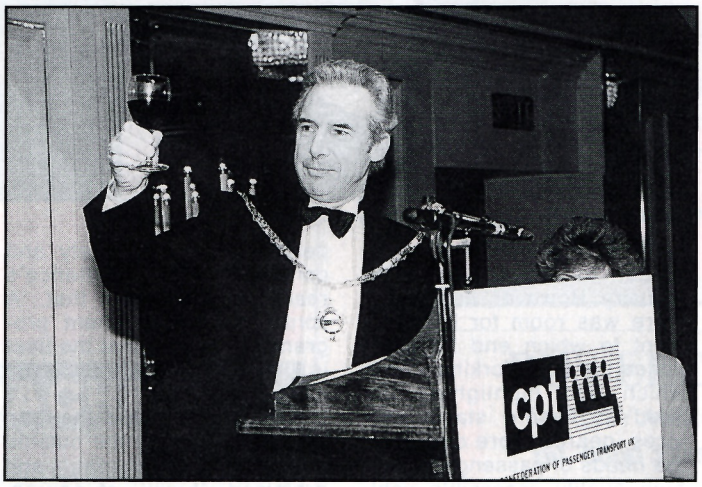
An in depth interview with Ron Whittle in which, unlike his Grosvenor House speech, his normal style was not tempered with a degree of political expediency, appears on pages 16-19 of this issue.

Stuart Jones talks to RON WHITTLE C.P.T. President

SJ. Please can you give me a brief resume of your experience in the industry?

RW. My first wage packet was three shillings and sixpence when I was three and a half, for cleaning buses, or trying to. I always wanted to go into the family business and as soon as I left school I went off, not to University but to various vehicle and component manufacturers to do two and a half years training and some college courses in between times. I came into the business when I was 19 and I've worked in it ever since, which is 33 years. I started off working with my uncle and my father, then my uncle retired and I worked with my father until he died in 1970. I've run the business since then with the help of some able managers.

In addition to that I've been involved in the trade association side more or less from the beginning. I started going to what were then PVOA meetings when I was 21 or 22 and I was regional chairman when I was 24. Over the years I've been a member of the Road Transport Industry Training Board (RTITB), National Chairman of what was then CIBS - the Coach & Independent Bus Sector, and President of CPT in 1981. It was CPT then, not BCC, and it was part of my initiative that changed the name to the Bus & Coach Council although this didn't actually come into force until the following year. Between then and this term of office I've also been fairly heavily involved in the IRU (International Road Transport Union). I was president of the section on three occasions and president of the whole organisation in 1987/8.



Ron Whittle, CPT President.

SJ. What is the most important achievement you hope CPT will make during or as a result of your presidency?

RW. The first thing I'd like to say is that I learned from the experience of last time that a year goes by very quickly. So if you want to achieve something you've got to hit the ground running and that's what I've tried to do. I'm quite pleased with what we did when I was President before but most most of what I was aiming for was actually achieved in the year or two afterwards. This year I'm trying damned hard to make sure that what I aim to do is actually done during this year. Basically I'm trying to do four things.

Within CPT internally we have some work to do on bus information and that may flow through into coach information as well, because Government is not happy with us on that. They have said that they will act if we don't and I think it's important that we do so. We're trying to put together a code of practice which I hope will get the support of all operators, not just members of CPT.

We had a major achievement a few years ago in getting our industry out of the clutches of the RTITB. There is a danger because the quantity of training that the industry is undertaking, not the quality, has dropped. We need to do some work to make sure that we achieve both good quality and good numbers in training terms. We need to stay outside Government clutches because RTITB was a very expensive operation. It cost our industry in net terms over £2 million a year and that was when we came out back in the mid 1980s so God knows what it would cost now. These are the two internal things.

I'm trying hard to achieve 15 metre vehicles. I think we're pushing against a door which is slightly ajar, so we may get somewhere with that.

Finally I'm having a bit of a go on the question of the different standards between ourselves and the voluntary sector and I include in that schools and local authorities. The Government expects the very highest standards from us as professional operators. I think that's fair, I have no problem with it at all and if they want to increase enforcement on safety issues, that's fine. But, it is totally unfair, both from the industry's point of view and the consumer's, that you've got a huge voluntary sector, and specifically schools and local authorities who don't have to meet the same standards. What I've said to them is that in my view the questions of driver testing, vehicle testing, maintenance standards and driver's hours are all issues that should be similar whether it is a professional operator or a voluntary organisation. I think the consumer is entitled to the same safety standards.

In some areas there is a very substantial growth of schools operating quite substantial fleets, not just of minibuses but also of full size vehicles. Not only from a safety point of view but also from a competition point of view it is unfair that there should be different standards. I don't think they should have to comply on repute and financial standing but they should on safety issues.

Overall those four items are a bit of an ambitious agenda so I'm not going to promise to achieve them all in 12 months.

SJ. CPT is often accused of being far more interested in bus issues than coach matters. Do you think this is a justified claim?

RW. If you talk to some of the bus boys they would say

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exactly the reverse. In fact it isn't justified at all though I know that it may seem it at times. The amount of staff time spent on coaches rather than buses is, if anything greater, proportionally. But in a lot of cases the sort of issues that have to be dealt with are different and perhaps therefore aren't quite as visible. A lot of coach operators and small operators need a much higher level of personal advice on a specific problem, and therefore CPT staff tend to spend quite a lot of time answering the kind of queries that aren't going to make it into your magazine or our own Newsline, but it is specific help to operators on specific problems, as and when they arise.

A new measure is the introduction of two fairly small commissions, one for bus and one for coach which will look at issues relating to each particular sector. The aim is to make them focused without duplicating other functions within CPT. They will hopefully be more identifiable to operators and we are keen that they should be pro-active in defending the interests of the sectors.

Let's also remember that the regional structure is largely dealing with coach matters so there is a very very large coach input within CPT. I have to say that in my view CPT membership is the best investment that a coach operator can make. I know a lot of the benefits tend to flow to all operators whether members or not, but not all of them by any means. I think what operators have got to recognise is that if it weren't for the operators supporting CPT and therefore the existence of CPT they would be paying out today something like 8 or 10 times what membership actually costs them. I've given the example of the £2 million from RTITB. If CPT didn't exist they'd still be in RTITB and paying for it. Operator licensing discs are currently £50 per vehicle, but when they were introduced in the 1970s the government proposal then was for a licence fee of £50. The reduction then to £42 was as a direct result of CPT objecting. Domestic driver's hours law in 1968 was modified almost exactly in line with what became European law and it was the work of PVOA that took it back from there to a more sensible regime that still applies today. So a lot of these savings are going on year on year. If operators want an organisation that protects their interests they've really got to think hard about paying for it because it pays them to do it.

SJ. You have more experience than most coach operators of European matters, what kind of a deal do you think British operators are getting from Europe?

RW. Generally speaking rather a raw deal at the moment. I am a believer in the concept of the European Union but the way it operates in practice gives me very considerable cause for concern. Just to quote a specific example, the European driver's hours law that came into being in 1985. It was a balancing act and there were certain things given away including a few hours of work, but the quid pro quo was that we were given more flexibility in how we used those hours. Then in 1994 we got a European Court decision that took away virtually all of that flexibility so that effectively we got a huge loss of productivity with nothing to offset it.

Another example as far as this country is concerned is the introduction of the statutory speed limiter. We are the only country to be disadvantaged by its introduction, because the limit they have adopted is either at or above the speed limits that applied in every other European country. Given the safety record of coaches, not just in this country but right across Europe, it is a crazy decision anyway.

There is another part of this equation in terms of how European law is introduced over here. The Civil Service takes advantage of any opportunity to introduce greater restriction. When an EU directive is imposed in other countries it is done in as simple and straight forward a way as possible, generally speaking. Over here they make a big meal of it and hang on any favourite hobby horses they may have. One EU directive which was three pages long took five pages to introduce in French law and 35 pages in British law.

Overall I think British operators are getting a raw deal but I wouldn't like to give the impression that it's all negative because it's not. There are a lot of things that are easier now. One is international travel which is now far simpler than it was, but on balance we're getting a raw deal.

SJ. You have said that you hope to see the introduction of 15 metre coaches, why do you want them and how likely is it that they will be allowed?

RW. I want to see them for a variety of reasons. I think that it's important for our domestic manufacturers to be in a position to compete with the European manufacturers and they can only do that if there is a healthy domestic market. There is no reason why 15 metre coaches shouldn't be allowed. If you look back there has been a hue and cry every time there has been an increase in length or width, but there hasn't been a problem and I don't believe 15 metre coaches or buses would prove a problem. As with any vehicle, operators will have to use some common sense, but you're not going to send a 15 metre coach costing over £200,000 down a narrow country lane because it's not in your interest to do it.

That there is a possibility of getting them is another benefit of Europe, because if it were not for the EU there wouldn't be any chance. As to whether we will get them, I think they will come. I wouldn't like to be certain about a time frame but I very much hope we will achieve it this year. I will be very disappointed if we don't.

SJ. Are operators right to fear the Disability Discrimination Act?

RW. It's like the curate's egg, there's good bits and bad bits. On the positive side, especially in terms of bus operation where it can be achieved without harming the commercial viability of services, especially in cities, then I think it is to be welcomed because it isn't just about the disabled. I wonder how much use will be made of wheelchair access because we can't provide door to door service and therefore I am doubtful about how many wheelchair users will wish or choose to use a bus service. There are other advantages to having buses easier to access and this is already showing up where ultra low floor buses are in use. It speeds up boarding times and can lead to an increase in passengers. That's the positive side.

On the negative side the extra costs involved can, in certain circumstances, affect the viability of a commercial operation and force it into the tendered regime. There will be additional maintenance costs. Even if they are never used the kneeling facility and ramps will have to be maintained. It could tip borderline services over the edge and lead to a reduction in services.

I think the bigger problem is in rural areas and some towns where you have a very close relationship between bus services and schools transport. There you have a direct conflict, especially if seat belts are introduced. Councils already demand maximum seating capacity, the loss of three for two is going to force them further down that route. You've got the existing bus service which is provided by that same vehicle and in future will have to be provided by an accessible vehicle. There are two ways of doing it. Either divorce bus services and school contracts or provide more lower capacity vehicles for schools contracts.

The other alternative, and this is where the 15 metre vehicle might come into play, is to continue to use the

Though the Go Whittle fleet is best known for coaches it includes three Dart buses and several minibuses.

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coach or a dual purpose vehicle fitted with a lift for wheelchair access. The problem is that you are looking at operating a vehicle on schools contracts that is costing £100,000 plus, compared with current vehicles costing under £10,000.

We don't know what form the regulations will take yet but the Department of Transport are looking at it from both a technical and an economic point of view. It isn't an open and shut case that all vehicles are going to have to be accessible.

Having said that there is also a knock-on effect. The Minister has said he won't impose accessibility on coaches other than on scheduled services. But what is the definition of a scheduled service. A lot of schools transport is provided on scheduled services which would need to be accessible. Although the legislation won't require it in practice I can see that all new coaches built after a certain date will have to be accessible at some stage. Buses will have to be accessible from 2000.

SJ. Are your coaches fitted with seat belts and what are your thoughts on the issue?

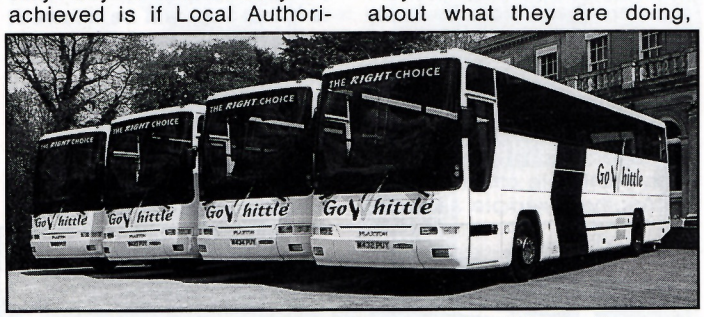
RW. All my coaches that were built post 1989 are fitted with belts. The older vehicles are not yet but I anticipate that within the next two months they will be. That said, in most instances I am opposed to the fitment of seat belts in buses and coaches.

CPT's change of tack on the seat belt issue really stemmed from me. I felt that we had to take a much more pragmatic attitude. Up until then CPT had been saying a flat no, we don't accept seat belts, we don't want them and that was it. Through section one and later CPT Council, I took the view that it was politically untenable. Because Government at that time seemed so determined to push ahead with seat belts on school transport, for CPT to keep saying no meant that we didn't have an opportunity to really comment on the detail of the proposals. It led to a hell of an internal debate among operators, many of whom were the bus guys. We had to say to them it's not your argument, it's purely a coaching matter because there are no proposals to fit belts on buses.

In Section one we had changed our attitude and were saying new coaches - fine, coaches built from 1989 - no major problem, but on coaches built prior to that there could be a big problem. We wanted Government to look a lot more carefully at the implications before it legislated.

Now that the new regulations are in place it's likely that to fit seat belts to an older vehicle is going to cost more than the vehicle is worth. A lot of operators simply won't be able to afford it.

Of course the financial implications for the Local Authorities are quite phenomenal. Not only are there an awful lot of operators who could not afford to fit belts, if you have a £12,000 a year contract making next to nothing and fitting seat belts is going to cost you £7,000 or £8,000, who the hell is going to make the investment. The only way it will actually be achieved is if Local Authorities make an up-front payment. The Government says that the financial settlement for Local Authorities last year took account of the cost of fitting seatbelts. I've spoken to mine and they say, 'Well we can't find it and we've asked them where it is and they can't tell us.'



The latest additions to the 46 strong Go Whittle fleet are eight Plaxton Premier 350 bodied Javelin GXs.

SJ. Are operators promoting themselves and their services to the public as effectively as they might?

RW. Again it's a bit of a curate's egg. Some operators do a lot, some deliberately do nothing, others don't really think about it and do bits here and there. Over the years we've tried various ways to persuade operators to either promote themselves or for CPT to do it collectively. On a collective basis coach operators have always voted against it so I don't think there's much chance of getting anything together in that way. The bus side is more open to it and they have done various things over the years.

Basically I think our marketing and promotion, as an industry is bloody awful. There are exceptions, there are some very good operators, but as a rule our record is not helpful. You see some coach operators tootling along doing the same thing every year and doing nothing to promote themselves or their products. There are also commercial bus operators providing no information on what runs or when it runs.

SJ. What are the key factors in the success of a coaching operation like Go Whittle?

RW. Part of it is the fact that we've been around a long time, it's our 70th anniversary this year, and when times have been hard we've had a little bit of fat to help. It doesn't alter the fact that you can never stand still. As an industry there are too many people who are so busy dealing with the day to day nitty gritty that they never sit down to think about what they are doing, how they are doing it, where they are going and what the opportunities are. We do it on quite a frequent basis. To have the time to be able to do that you've also got to be prepared to delegate.

Having said that I feel very sorry for a lot of operators who are very hard working and dedicated. A guy who ran quite a reasonable fleet in the very early 80's has been faced in a very short period of time with maybe half of his normal revenue disappearing, not through any fault of his own, just the change in business and people's habits. Unless he's been able to identify new business opportunities and move in that direction, as we have tried to, he is caught in what is almost a time warp. It is made even worse by the restraints on local authorities which make rates pretty awful.

To me the way to achieve success is to think about where you are going, spend some time working out a budget and what revenue you need in order to operate. Make sure that whatever you do is making money. It's no good saying you can't get better prices, and though it is a bit of a chicken and egg situation you have to be prepared to look very hard at making money available to provide the right standard of vehicles and service. We do a lot of private and contract hire at rates which most coach operators would say were unobtainable. We get it purely on the back of the fact that we are providing the right standards. There is less private hire than there was but if you are providing the right standards of vehicle and service you can get a much bigger share of it. I know of instances where we have obtained 30 or 40% more than a competing operator for a job.

It's also a matter of being aware what is happening and reacting to it. We used to do a lot of seaside express services, a market which has died almost throughout the country. This year for the first time we won't be operating any. Why is it? It's because people want a package, they don't want to make their own hotel arrangements. The market is probably overfull now, but back in the 70s when we started to get more involved in holidays, that was the time to be reacting to that sort of change.

You have to have a clear view of where you are going to make sure you are profitable. Too many operators are working for the pleasure of it.

SJ. As the big operators grow and grow, is there a future for small bus operators?

RW. This will partly hinge on what happens politically. There will always be room for some small operators but quite a bit will depend on the results of the next election. I feel more confident about the future for smaller operators in provincial areas than those in conurbations because I suspect that if the opposition win the next election then we will see a bigger change in those areas, though I don't quite know yet what form it will take.

To answer the question - yes there is going to be a future for the small operator, be it bus or coach, as long as he is able to be profitable and invest. I believe we are going to see a lot of operators disappear over the next few years, purely because they aren't making any money. There are some very success-

Face to Face

ful small operators and they will continue to prosper, unless they choose to sell out.

SJ. Do you regard the deregulation of the bus industry as a success or a failure?

RW. I know there are people who believe that I was a great supporter of total deregulation, and I never was. I wrote a paper for CIBS opposing total deregulation but supporting the breakdown of the network subsidy system. We supported the provision of tendered services on a route by route basis. That in combination with the changes that took place in the 1981 Act would have opened the market up in a slightly more sensible way.

Having said that I wouldn't say that deregulation has been a failure. I think it has brought out some very positive things, but I've got to widen that and say it isn't just deregulation, it's also the way the industry has matured in a framework of both deregulation and the breakdown of the big state owned organisations. That's leading to some fairly substantial improvements of standards of service in certain areas.

The phrase we're tending to use is commercialisation rather than deregulation and I think that's right and generally speaking has worked pretty well. Having said that there are certain areas where it has fallen down and we've got to recognise it. Some of it is already being addressed. Certainly after deregulation there was a big drop in investment and that is now starting to come back again. Information to passengers, I've mentioned already, that is an area where we've fallen down to an extent, though not as much as Government might have you believe, and we're addressing it. Training has also fallen quite significantly and we need to do something about it.

On a slightly wider issue deregulation was was used not just as a means of commercialising but also to make very substantial cuts in the amount of money going into the industry from Government. The level of subsidy came down very significantly and I believe that was a great mistake. We're paying for it now with the level of congestion. In terms of getting value for money deregulation was a very positive move but that money should have been pumped back into the public transport system in better service, lower fares, whatever, to generate a growth in the use of public transport rather than reduce Government expenditure.

No less than 22 of Go Whittle's coaches are Javelins.

SJ. What ambitions have you still to fulfil?

RW. In industry terms I think I've done it really. I don't believe in revisiting the same territory again. I like to see new blood coming along. It's unfortunate at the moment that for a variety of reasons we're not seeing enough new people coming along who are prepared to give time to CPT. I'm proud to be president again but I'd rather it had not been necessary, I'd rather have seen someone new.

We are constantly looking at the business. I've some ideas and 70% won't come to fruition. I'm very lucky because I do like the industry and I do enjoy it. If you can do a job for 30 years that you really enjoy, that's a hell of a plus.

SJ. Ron Whittle, thank you very much.

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VOLVOS

1990 PP VOLVO B10M VAN HOOL ALIZEE H, 49 reclining seats, courier seat, centre sunken toilet/continental door, d/glazing, telma, Webasto, ABS. new test..... **£87,500**

1989 F VOLVO B10M VAN HOOL SH, 51 reclining seats, courier seat, centre sunken toilet, continental door, bunk, boiler, TV..... **£77,500**

1988 F VOLVO B10M JONCKHEERE P599, 46 reclining seats, courier seat, rear sunken toilet, Telma, Sutrak air conditioning, d/glazed, fridge..... **£65,000**

1987 VOLVO B10M PLAXTON PARAMOUNT 3500, 55 reclining seats, courier seat, demountable sunken toilet, curtains, radio/PA, mint condition..... **£57,500**

1985 VOLVO B10M JONCKHEERE P50, 51 retrimmed reclining seats + courier, rear sunken toilet, double glazing, radio PA. A nice one!..... **£42,000**

1985 VOLVO B10M PLAXTON PARAMOUNT 3200, low driver, 55 reclining seats, pannier lockers, retrimmed, very nice..... **£42,000**

1985 VOLVO B10M CAETANO ALGARVE, low driver, 50 retrimmed reclining seats, courier seat, rear sunken toilet/continental door, recent new engine, new test..... **£37,500**

1984 VOLVO B10M PLAXTON PARAMOUNT 3500, 53/49 new retrimmed seats, courier, centre sunken demountable toilet, radio/PA, repainted white..... **£37,500**

1983 PP VOLVO B10M VAN HOOL ALIZEE H, 50 retrimmed reclining seats, courier seat, rear toilet, servery, continental door, bunk, Webasto..... **£35,000**

1983 A VOLVO B10M PLAXTON PARAMOUNT 3500, 49 reclining seats, courier seat, auto transmission, Webasto, d/glazed, boiler, fridge, wired for TV, test Aug 96..... **£32,500**

1978 T VOLVO B58 SUPREME EXPRESS, 53 seats, power doors, new Test..... **£8,250**

OTHERS

1992 SCANIA K113, PLAXTON PREMIERE 3.2, 53 reclining seats, courier seat, 7 speed gearbox, Telma, d/glazed, blinds, Webasto, POD, new test..... **£95,000**

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1985 LEYLAND TIGER TLH 245 BERKHOF ESPRITE, 49 recliners, courier seat, toilet, continental door, hydraulic gearbox..... **£22,000**

1984 KASSBOHRER SETRA 226DT, 74 new re-trim (graffiti reclining seats), courier, toilet, servery, boiler, radio/PA, exceptional condition..... **£57,500**

1984 BEDFORD YNT PLAXTON PARAMOUNT 3200, 49 seater, POD, radio, PA, clean..... **£14,500**

1983 BOVA EUROPA, 53 seater, courier, curtains, Webasto, radio/PA, clean..... **£19,500**

1983 MERCEDES 0303, 53 reclining seats, courier seat, p/door, continental door, air con..... **£32,500**

1983 Y DAF MB200 PLAXTON PARAMOUNT 3200, 53 E type seats, courier seat, Telma, POD, radio/PA, exceptional..... **£22,500**

1980 PP FORD R1114 SUPREME IV, 53 seats..... **£3,900**

1979 NATIONAL I, 52 seater, 23 standing, reconditioned engine, moquette seats, tested July, very clean..... **£4,500**

1978 T BRISTOL LHS PLAXTON SUPREME, 35 retrimmed seats, Leyland 401, power assisted steering, Eberspacher, POD..... **£5,250**

1977 BEDFORD YMQ PLAXTON SUPREME, 45 seater, POD, clean, tested September..... **£3,750**

1975 LEYLAND LEOPARD PLAXTON SUPREME, 57 seater, semi-auto, POD, radio, tested..... **£4,000**

MINI BUS

1992 K MERCEDES 410, 15 seater new conversion, 3 point seat belts, exceptional condition..... **£14,500**

1991 H TOYOTA OPTIMO II, 21 seater + courier, rear large boot, POD, radio/PA **£22,500**

1990 H MERCEDES 811 REEVE BURGESS, 33 seater bus, auto transmission, 6 standees..... **£26,000**

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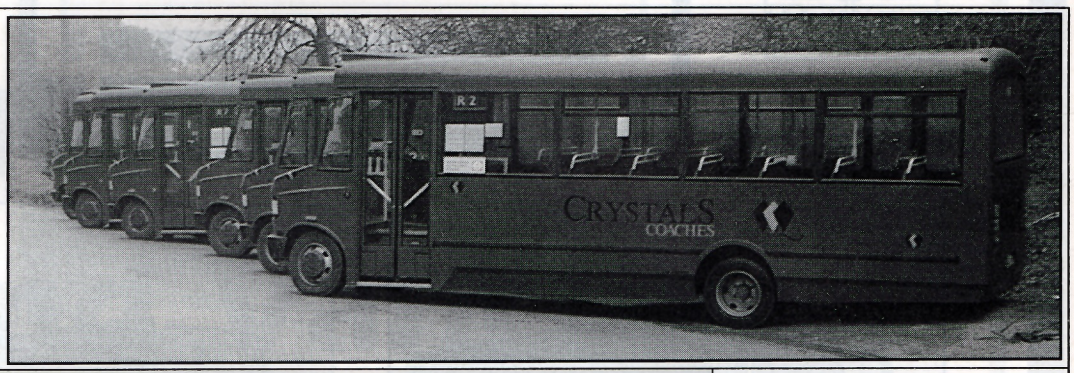
Fleet Additions

Crystals Coaches has taken delivery of six new coachbuilt Enterprise minibuses for its tendered London Transport operations. Constructed in Crystals' own Doncaster factory, the 7.0 metre versions based on Mercedes Benz 709D and 711D units offer 28 seats with provision for 11 standee passengers. Crystals claim it is the only vehicle of its size with such capacity and flexibility.



Tri-axle Century

Isle of Wight Tours has taken delivery of this tri-axle Irizar Century based on a Scania K113TRB chassis. Featuring a Comfort-Shift gearbox and Telma retarder the coach is equipped with 51 reclining seats with seat belts, courier seat, toilet, TV/video installation, fridge, air conditioning, reversing camera and audible alarm, burglar alarm, drinks dispenser, tinted double glazing and a drivers door. It was supplied by Scania Coach Sales.

Drakes Travel Services of South Wales recently took delivery of this Renault Master from Cymric Conversions. The seats are fitted with seat belts and provision was made at the rear for a luggage bay. It will be used extensively on the company's expanding airport transfer operations.

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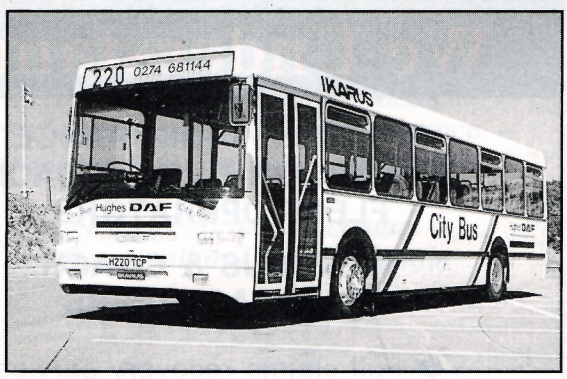

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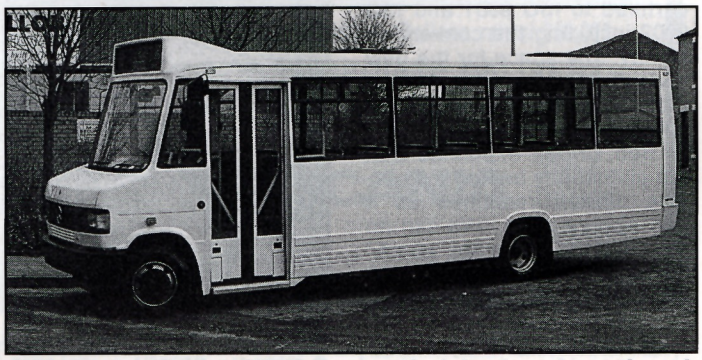
Mellor Coachcraft and Vancraft

Changes at Mellor Coachcraft have resulted in extra capacity for the production of coachbuilt minibuses and the creation of a new division which will specialise in the production of minibus conversions. The sales team has been reorganised and new developments introduced which further strengthen the company's position in its quest to win a bigger share of the minibus market. Stuart Jones visited Rochdale to be briefed on the latest developments there.

Sales Manager for Mellor Coachcraft is Peter Winrow who has worked in motor associated industries for 35 years, 30 of them at Telehoist. He joined Coleman Milne four years ago and is now heading the expanded sales operation in addition to a similar role at Coleman Milne. Working for Peter are three area sales managers, all of them with very considerable experience in the industry. Covering the northern area is Colin Docking, while Mike Parker handles the central area and the south is the preserve of another former Telehoist man, John Silman.

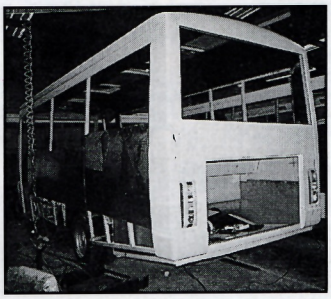
Not only are there now more people representing Mellor in the field, the in-house support services at Rochdale have been strengthened to increase the level of service provided for customers. Customer records have been computerised as part of a process designed to speed up the provision of quotations. The engineering capability has been strengthened too. John Mulherin, a graduate engineer, has been appointed to the position of Engineering Development Manager. His department will have at its disposal a new CAD computer aided design facility which incorporates finite stress analysis.



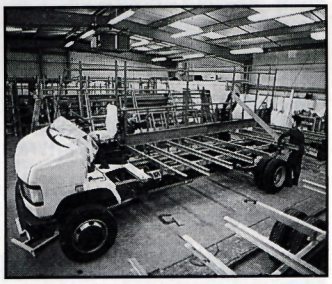
A Mercedes Benz with the recently introduced sectioned G.R.P. skirt panels.

The reason for the changes is a straight forward one - Mellor Coachcraft already holds a very strong position in the market for accessible small vehicles and it now plans to utilise its expertise to expand its share of the PSV market for both buses and coaches. Peter Winrow commented, 'We are moving aggressively into the market place, especially into the stage carriage side. Our aim is to become bigger players in that market place.'

'We have many years of experience building buses, we've not just been at it for five minutes,' said Peter. He sees Mellor's strengths being in their design, quality, the low lead times required and hence potential speed of delivery, and value for money.



Work underway on building a Solo coach with a large boot facility. Note the stepped window line.



Mellor assemble the Cromweld frames for the Ivecos and Mercedes at one plant in Rochdale before they are transferred to the Miall Street factory for completion.

On this last point he said Mellor's products weren't the cheapest but they provided excellent long term value for money for clients. He added that Mellor is a very people oriented company, priding itself on listening to customers and being able to meet their demands, rather than seeking to dictate a specification.

The width of products available is probably wider than many operators realise and the list of options keeps growing because, within reason, Mellor are happy to body anything. Two new midi options have recently been introduced. The first is an enhancement of the Beagle design, the first example of which is being mounted on an Iveco EuroMidi, although it can be offered on the Renault PP180. It can be produced as a luxury coach and has a mild steel frame as standard though Cromweld can be specified if required. Another new possibility is the Dennis Dart as the company has a design for a welfare vehicle on this chassis.

While new products are developed for niche markets, the company keeps its eye on the ball by continually introducing improvements on its most popular coachbuilt bodies, the single door 'Solo' and dual door 'Duet' mounted on the Mercedes T2 and Iveco Daily range of chassis cowls. These are framed in Cromweld for longevity. One of the latest changes has been the introduction of stylish new GRP skirts which were developed in house and are sectioned and bolted for ease of replacement. Also recently introduced is an aluminium H section extrusion into which the side panel edges are placed before mounting.

On buses a trend away from soft trim towards hard wipe-clean trim has been noted because customers appear to feel this represents a better long term option. This presents no problems as Mellor have always offered both and have developed moulded interior panels which combine aesthetic appeal, yet can be easily cleaned.

Though best known for coachbuilt service buses, Mellor are quite capable of building coach style variants, a recent example being a 711D with 25 coach seats, a full coach interior with racks, and a stepped window line. Managing director Les Procter describes the boot as 'four bedroomed semi detached

size' which may be marginally overstating it but you get the idea. Although this example did not have it, the incorporation of full air conditioning would present no problems, I was told. Mellor has also recently developed a new contoured inswinging coach door option.

Recent orders have included a further four 59.12s for Solent Blueline, following on from earlier orders for 14. Marchwood Motorway have taken five to a similar specification which includes seatbelts. Hyndburn Transport has just placed a repeat order for five 59.12s for April delivery. PSV customers opting for Mercedes based vehicles have included Applebys Coaches, Gymfwr Coaches and Pete's Travel of Great Barr, the latter taking three 811Ds with dual purpose seating. The Pete's order was through Chris Jones' Birmingham Bus Centre with whom a mutually profitable relationship is maintained. Mellor also build stock vehicles for both Blythswood Motors and Western Autos.

Mellor Vancraft

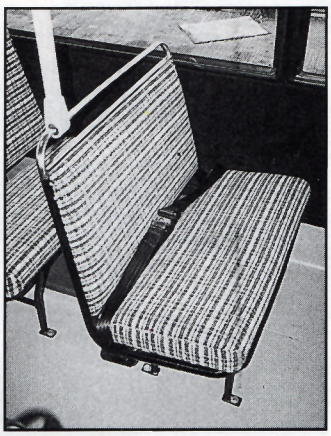
In order to create space for the increased production levels anticipated, changes have been made to the organisation of the company. A new division of Mellor's parent company, Woodall-Nicholson Ltd, has been formed which will be known as Mellor Vancraft. Headed by Bob Cripps, it has assumed responsibility for all van conversion work, production of which has been transferred within the group to the Westhaughton premises of Coleman Milne, where a specialised facility has been set up. Coleman Milne is a market leader in the field of limousine and hearse coachbuilding and Mellor Vancraft will draw on the expertise of its staff in addition to recruiting additional staff.

Conversion work taking place in the new Mellor Vancraft facility at the Westhaughton plant of Coleman Milne.

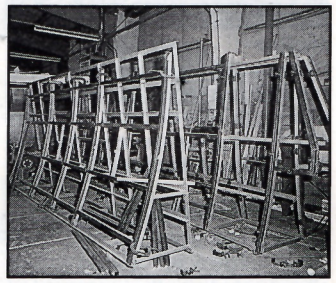
The Westhaughton plant is certified to ISO 9001 and ISO 9002 including the conversion facility. The space for the new division has been created by moving what was previously a sub assembly area.

Bob Cripps explained that the philosophy behind the service offered remained as it had always been. 'We can do anything the customer wants,' he said, 'If it's legal we'll build it for him.' To illustrate the point he told me that customers could specify the creation of a new aperture coupled with the fitment of bus style folding doors if they wanted. Whatever the choice of destination equipment, seating, belts, trim, heating, luggage racks, lift or ramp, luggage pen, or boot facility, if it can be fitted Mellor Vancraft will do it.

The company is happy to complete conversions for bus and coach operators though its main market remains the public sector, though growing interest is coming from contract hire and leasing companies as well as van hire operations who are broadening their horizons and looking for something better specified or with more specialised equipment than provided by manufacturer's standard options.



Seatbelts have been specified on five vehicles for Marchwood Motorways.



The body sections are all jig built.

Recent orders show the range of base vehicles the company is asked to convert. They include six Iveco 45.10s for Cambridge County Council which are being supplied by Lex, four Transits for Nottinghamshire CC, an ongoing order for LDV400s with PLS lifts which are being supplied to Bradmet through Northern Commercials, Iveco 45.10s for Smiths Self Drive, five 49.10s for Translinc, and the first Peugeot Boxers the company has converted, a trio for Knowsley MBC which also have PLS lifts. In addition there is an order bank of a great many single orders for a variety of customers and the new Mercedes Sprinter is becoming increasingly popular in this respect.

The Future

Geoff Hudson and Les Procter recently met Transport Minister, Steve Norris, to discuss the implications of the European Bus Directive, DiPTAC 1997, the Disability Discrimination Act, and seatbelt installation for Mellor's mainstream market of accessible buses. Les commented, 'We voiced our concerns and had a full and frank discussion. He was aware of our concerns and able to allay them.'

Whatever legislation brings, Mellor Coachcraft and Vancraft are perhaps better placed than ever to react to it and provide operators with virtually whatever they want in the way of small passenger carrying vehicles.

In the past only between 3% and 5% of Mellor Coachcraft production was for licensed bus and coach operators, although many local authorities have bought accessible vehicles complying with PSV regulations. The clear intention is that this will change in the future as Peter Winrow pointed out, 'We are seeking a larger share of the market and would expect at least 10% of the mix to be bus or coach.'

By Stuart Jones.

Delivered late in 1995 were three dual purpose Mercedes 811Ds for Pete's Travel of Great Barr, Birmingham.

A pre certification shot of one of five 59.12s for Marchwood Motorways showing the wide entrance and the latest skirt panels.

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1985 DAF SB2300 PLAXTON, 53 E type seats, MoT July 96 .....**£23,500 + VAT**

1985 LEYLAND 245 PLAXTON 3500, 49 seats, low driver position, toilet, continental door, coffee unit, new MoT ..... **£32,500 + VAT**

1982 VAN HOOL ACRON HI-LINE, full executive, new MoT .....**Offers**

Part Ex possible on any of the above

CLAYTONS OF LEICESTER

0116 273 9818 (Day)
01664 60964 (After Hours)

345/5917/FC

1983 LEYLAND TIGER 245 PLAXTON PARAMOUNT 3200, semi auto gearbox, 55 seats, express doors, driver's cab, destination gear, Webasto, panelled & painted white, MoT Sept 96, clean and tidy.....**£18,750 + VAT**

1983 BEDFORD 330 TURBO PJK PLAXTON SUPREME, wheelchair lift, 29 seats or 21 + 4 wheelchairs, curtains, radio, 12 months MoT. This coach is very clean & tidy and is looking for a good home..... **£9,750 + VAT**

Available 25 & 31 seater Mercedes Buses for short or long term hire
Competitive Rates
Contact Andy James

01666 505585

345/5916/FC

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91 J FORD IVECO 4910, 18 seater minicoach, velour trim, full seatbelts, overhead luggage space, 65,349km, with FSH, 1 owner, mint condition **£15,500**

91 H RENAULT MASTER T35D, 15 seat minibus (white) SLD, seatbelts, 1 owner **£7,995**

90 H RENAULT MASTER TD35, 17 seat minibus, (white), seatbelts, SLD, 1 owner **£7995**

89 F RENAULT MASTER T35D, 17 seater bus (white) seatbelts SLD, 1 owner **£6,500**

88 E TALBOT FREEWAY, 14 seat Welfare Bus, 69,000 miles, air door, 1 owner **£9,995**

87 D DODGE 50, 14 seat minibus, with wheelchair lift (auto) **£3995**

87 D RENAULT MASTER DIESEL, Welfare Bus, 9 seats, ex-authority..**£3,995**

B reg LEYLAND CUB, 32 seat diesel school bus, 1 owner..... **£4,500**

85 B FREIGHT ROVER, LWB High Top, petrol, Welfare Bus..... **£1,995**

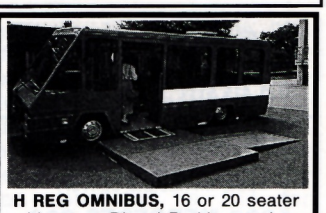
Y reg FORD, 32 seat diesel school bus, 1 owner **£4,500**

All vehicles are plus VAT and most with tail-lifts

FARM CARS & COMMERCIALS

01892 540421

345/5585/FC



H REG OMNIBUS, 16 or 20 seater with ramp, Diesel Perkins engine, 1 owner, ex-council, seatbelts, wheel trims, excellent condition throughout, taxed & tested

£7,800 + VAT

Tel/Fax: 01207 239850
Mobile: 0421 455206

345/5587/FC

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1 x 1988 JONCKHEERE P599 SCANIA, double deck, luxury executive coach, 73 seats (double courier seat), 6 x TV/video, radio/PA, toilet, washroom, drinks machine, long MoT, taxed, private plate, superb condition in/out, new clutch, tyres, Telma, brakes etc. (Must be seen) **£75,000**

Will accept part exchange for single deck Volvo B10 value up to £30,000 (Sold with some good quality work for 1996)

1 x 1992 VOLVO B10 MKIII PLAXTON PARAMOUNT 3500, low mileage for year, 49 reclining seats, courier seat, 2 x new TV + video, centre sunken toilet, drinks machine, radio/PA, new tyres ext. Superb condition, fitted 310 BHP Volvo engine £105,000

Will accept part exchange for Volvo B10 up to value of £45,000

Telephone John now on 0831 729402

345/5915/FC

FORD PLAXTON SUPREME 1979, 49 seats in first class condition, new kingpins, rear brakes, recon engine, new turbo, MoT Feb 1997 .....**£4,000 plus VAT**

LEYLAND PLAXTON ELITE 1975, Supreme front, very good condition inside and out, MoT March 1997 .....**£4,000 plus VAT**

BRISTOL PLAXTON LEYLAND 401 1978, 35 seats, excellent inside and out, recon engine, new kingpins, repanelled and painted, MoT July 1996 .....**£8,500 plus VAT**

Telephone Kevin

(01924) 266166/870238

345/862/FC

MUST BE CLEARED

No Reasonable Offer Refused

1 x 1985 SCANIA K112 PLAXTON PARAMOUNT 3500, 49 + C Executive, MoT Sept 1996

1 x 1983 BEDFORD CF DORMOBILE, 16 seater, new engine, MoT June 1996

1 x 1977 LEYLAND NATIONAL, 49 seater, DIPTAC, MoT March 1996

1 x 1985 VAUXHALL SENATOR, blue

1 x 1987 PEUGEOT 205, diesel, red

1 x 1991 VAUXHALL NOVA VAN, diesel, white

For appointment to view, phone Saffron Walden, Essex

(01799) 508013

Or evening/weekends (01799) 523608

345/5908/FC

Sale Due to Loss of Contracts

1983 PP VOLVO B10M MK I 3200 EXPRESS, 53 retrimmed seats, tested Dec 96, manual wheeldiscs, locker, radio/cassette/PA, partly panelled, resprayed ..... **£28,500 ovno**

1985 (PP) DAF MB200 CARIBBEAN II, 51R, c/door, r/c, PA, c/seat, taxed, tested 96, splitter box, air suspension, good cond..... **£23,750 ono**

1985 (B) TOYOTA OPTIMO I, 21 seats, table, r/cass, PA, w/discs, usual refinements, excellent condition, taxed, tested 96..... **£7,250 ono**

1979 (V) FORD T152 PLAXTON SUPREME IV, 35 seats, w/discs, locker, dest gear, wired for video, taxed, tested (requires lino to centre gangway), hence..... **£5,250 ono**

All plus VAT

P/exchange for late Merc/Ford 16 seater

Contact

01469 571140

(Humberside) 345/5586/FC

·FORECOURT·

★ Mercedes ★

1983/A

21, seater, no boot, clean vehicle

£4950

1986/D

21 full size seats, good all round, looks and drives well

£6950

All vehicles sold with long test and tax, service history, white paintwork, photos available

01895 230643

(Heathrow) 345/5592/FC

MOSELEY

CONDORRAT ROAD
GLENMAVIS
AIRDRIE ML6 OPP

TEL: 01236 750501
FAX: 01236 750503

IN

VANHOOL

SCOTLAND

1994 VOLVO B10M VAN HOOL ALIZEE
49/53 seats, centre demountable toilet, courier seat, continental door, DG, radio P/A, wired TV/video, blinds, carpet. Ext: white; int: pink threads, ex-owner: Parks of Hamilton, Reg No: L628 AYS

1992 VOLVO B10M VAN HOOL ALIZEE
52R, O/S floor toilet, continental door, courier seat, DG, radio P/A monitor, blinds, carpet. Ext: cream/green orange; int: grey/red. Ex-owner: Southern Coaches, Reg No: J400 SOU

1992 VOLVO B10M DH PLAXTON PARAMOUNT 3200
53R, TV, radio P/A, curtains, pannier lockers. Ext: white/blue; int: grey/red. Ex-owner: Maynes, Reg No: K222 GSM

1991 VOLVO EGS BOX VAN HOOL ALIZEE
49 seats, centre toilet, boiler, DG, monitor radio P/A, continental door. Ext: silver/blue; int: Brown. Ex-owner: Hutchinson, Reg No: H721 YYS

INS 1990 VOLVO B10M GL VAN HOOL ALIZEE
52R, courier seat, N/S floor toilet, servery available, radio P/A, wired TV/video, curtains. Ext: silver; int: grey/red. Ex-owner: Crawford, Reg No: G258 RNS

INS 1990 VOLVO B10M VAN HOOL ALIZEE
50 seats, OS floor toilet, servery, boiler mon, continental door. Ext: silver/blue; int: grey/blue. Ex-owner: Meney, Reg No: G165 ECS

1990 VOLVO B10M JONCKHEERE DEAUVILLE
51 seats, rear sunken toilet DG, continental door, monitor, radio PA, curtains. Ext: white; int: grey/red. Ex-owner: Silver Fox, Reg No: G168 RBD

1989 BOVA FUTURA FHD
49 seats, centre toilet, continental door, TV/video, radio PA, DG, seat belts. Ext: white/blue; int: red. Ex-owner: Clapton, Reg No: F690 FYC

INS 1989 VOLVO B10M PLAXTON PARAMOUNT 3200
49/53 seats, centre demountable toilet, courier seat, radio P/A, TV, curtains, carpet. Ext: silver/red grey; int: grey/red. Ex-owner: Whitelaws, Reg No: F926 MGB

1989 DENNIS JAVELIN 8.5M DUPLE 320 AIR SUSPENSION
35R, courier seat, carpet, radio, PA, power door. Ext: white; int: grey/orange. Ex-owner: Mackies, Reg No: F476 WSC

1989 LEYLAND TIGER PARAMOUNT 3200
53 seats, PA, Telma, continental door, ext: white/black; int: brown. Ex-owner: Dochertys, Reg No: F806 PSN

1989 VOLVO B10M VAN HOOL ALIZEE
53 seats, inswing door, courier seat, radio P/A. Ext: white; int: brown. Ex-owner: Tellings, Reg No: F607 TMD

1989 B10M IKARUS
53 seats, double glazed, ex-Allans of Goerbridge, choice of 2

1988 VOLVO B10M ZF AUTO DUPLE 340
55 seats, courier seat, continental door, radio P/A cass. Ex-owner: Hutchinsons, Reg No: E155 XHS

1988 DENNIS JAVELIN 8.5M PLAXTON PARAMOUNT 3200
35 seats, radio P/A, curtains, power door. Ext: silver/red; int: grey/orange. Ex-owner: Longs Coaches, Reg No: E640 NSE

1986 MAN BERKHOF ESPRITE
49 seats, centre toilet, continental door, radio PA. Ext: silver; int: grey/red. Ex-owner: Beatons, Reg No: C44 KHS

1984 DAF P50 JONCKHEERE
49 seats, OS sunken toilet, boiler, radio P/A, continental door. Ext: ivory; int: blue/grey. Ex-owner: Aberfeldy, Reg No: SJI 5578

NEOPLAN SKYLINER

1985, 77 seater. Recent interior refurbishment inc. full retrim in latest Holdsworth Graffiti moquette, new carpet to side panels and roof, new video and 3 TV's, new style front, newly reconditioned 8 speed ZF gearbox. V10 Mercedes engine. Private plate. To be sold with full test. Well maintained and in very good order, a better example than most for its year. Worth seeing at

— £42,000 + VAT

TAZ DUBRAVA 49 SEATERS

Mercedes running gear with V8 and 6 speed ZF gearbox

1 x 1989 with recent retrim, d/glazing, toilet & drinks — £25,000 + VAT

1 x 1990 with d/glazing, toilet, drinks, video, 2 TV's — £27,000 + VAT

Owned by us since nearly new, well maintained and to be sold with full test

HARDINGS — 0151 489 1228

345/5708/FC

MERCEDES 608D 1986,

1 x 24, 1 x 20 Reeve Burgess service buses

£4,500 each

LEYLAND CUB

33 seater

£4,500

Tel: 01502 716989

345/3602/FC

TAYLORS COACHES

TINTINHULL

1975 LEYLAND LEOPARD DUPLE DOMINANT, 11 metre, 53 seats, power door, MoT Oct '96

1975 LEYLAND LEOPARD DUPLE DOMINANT, 12 metre, 53 seats, power door, MoT Feb '97

1974 BEDFORD YRQ, Willowbrook Express doors, 41 seats ..OFFERS

In daily use as school contract vehicles, for sale due to fleet upgrade.

£3,950 + VAT (including tyres)

TEL: (01935) 822 636

5566/FC

1987 (P/P) DAF SB 2300

Duple 340, 53 + courier, radio/PA/cassette, TV monitor & video, toilet & drinks, MoT June '96

£36,000 + VAT

Consider part exchange Leyland Leopard

01257 422669

345/879/FC

1989 F DAF MB 230 CAETANO ALGARVE, 49 + courier, TV/video, toilet, drinks, fridge, carpets, MoT and Tax April '96..... **£48,000 ono + VAT**

1985 PP VAN HOOL ALICRON, 49 + courier, TV/video, toilet, drinks machine, Telma, MoT and Taxed Sept '96 ..... **£38,000 ono + VAT**

01620 822620
or 0378 537410

345/5593/FC

E REG SWB TRANSIT PETROL, tested, COIF, ready to use ..... **£3,500 + VAT**

W REG 609 MERC, 21 seat, COIF, tested ..... £2,900 + VAT

KIRKHAM MINIBUSES

01772 684597

345/5580/FC

1981 VOLVO B58, 57 seater, P/P test Dec '96, £6,000 spent on this coach with Volvo beginning of '95, still under guarantee ..... **£15,000 + VAT**

35 SEAT BRISTOL COACH PLAXTON, test Feb '97, very clean & tidy ..... **£4,500 + VAT**

Tel: 01654 711091

345/876/FC

1985 VOLVO/VAN HOOL ALIZEE, 49 seats, centre sunken toilet, double glazing, water boiler, Webasto, Telma, MoT 6/96 ..... **£42,500 ono**

1985 BEDFORD, 34 seater, Duple service bus, '500' Turbo engine, Allison g/box, MoT 6/96..... **£7,750 ono**

WEIRS TOURS LTD

0141 941 2843

345/3614/FC

DUE TO END OF SEASON FOR SALE

NOVEMBER 1993 MERCEDES 814 BEAVER COACH, 33 seats, forced air ventilation, curtains, carpets & PA system

~~£35,000~~ **plus VAT NOW £34,000**

1984 DAF SB2300 PLAXTON, 53 seats, forced air ventilation, curtains, carpets & PA system plus SEATBELTS (Ideal for School Contracts)

~~£22,500~~ **plus VAT NOW £21,500**

1985 VOLVO B10M — AUTOMATIC PLAXTON 3500, 53 seats, forced air ventilation, curtains, carpets & PA system plus SEATBELTS (Ideal for School Contracts)

~~£35,000~~ **plus VAT NOW £34,000**

Tel: 01923 210039

345/5936/FC

FREIGHT ROVER, 16 str, first regd 1/9/88, tested till June 96 ..... **£2,750 No VAT**

TRANSIT DI, 16 str, power door, first regd 23/4/86, tested till March ..... **£1,995 + VAT**

1982 FORD R1114 SUPREME 4, tinted windows, curtains, power door, tested till Sept 96 ..... **£5,495 + VAT**

1979 FORD R1114 SUPREME 4, tested till May 96.... **£2,500 + VAT**

1982 MERCEDES 508D, 19 str, boot, tested till May. **£3,995 + VAT**

Tel: 01325 300604

345/5911/FC

OMNI MINICOACH 1989 PCV, 20 seats or 14 plus 2/3 wheelchairs, white, POD, MoT November '96, 25 TD, good clean bus..... **£7,500 ono + VAT**

OPTARE CITY PACER E Reg, seats 25 + 6 standees, PCV, MoT Nov'96, white, POD destination equip, Eberspacher, clean, reliable bus ready for work..... **£6,900 + VAT**

01282 779898

345/875/FC

IVECO

79/14

6 cylinder 1985, 19 hi-back moquettes, racks, power door, 166,000kms, boot, Crystal conversion, recon gearbox 1995, test Feb 96 (will retest on sale), red/cream exterior, blue/grey interior.

Exchange 8/12 seater

£4,950 + VAT

01666 577774

(Wilts) 345/5934/FC

FREIGHT ROVER SHERPA

20 seat Service bus, 1987, recon engine, 1 years MoT.

£3,250 + VAT

Tel: 0141 884 5838 (Scotland) or 0860 670454 (Mobile)

345/5943/FC

· FORECOURT ·

VOLVO BERMUDA B58 1981, 51 seats, toilet, TV, video, drinks machine, 1 years MoT, vgc, taxed ..... **£16,000 + VAT**

1983 BEDFORD YNT TURBO PLAXTON PARAMOUNT 3200 11 metre, 53 seats, power door, painted plain white, immaculate condition, MoT, air operated entrance step

PHOTO AVAILABLE ON REQUEST

£14,000 + VAT

Supplied with new engine.
For details ring

01322 663898 345/5701/FC

1989 IVECO 49-10 REEVE BURGESS "BEAVER", 25 seat service bus, MoT 10/96 ..... **£6,950**

1983 FORD T152, Wadham Stringer, 32 seat service bus, MoT 7/96..... **£3750**

1982 FORD R1114, Plaxton Supreme VI, 53 retrimmed seats, POD, double glazed, MoT 1/97 ..... **£4950**

1981 FORD R1114 PLAXTON SUPREME IV, 53 seats, POD, sold with new MoT, painted plain white..... **£3950**

1973 BEDFORD YRQ, Plaxton Elite III, 45 seats, power door, v.good condition, must be seen, MoT 3/96 ..... **£1250**

1976 R REG LEYLAND NATIONAL, 49 seats + 24 standees, serice bus, MoT 2/97 ..... **£3000**

Part Exchange Considered

WEALDEN PSV SALES

Tel: 01892 833830 (Kent)

345/890/FC

DUE TO FLEET REPLACEMENT WE HAVE FOR SALE:

1989 F REG LEYLAND SWIFT, 31 seater Elm coach, MoT June '96, red..... **£20,000 ono**

1977 R REG BEDFORD PJK, 29 retrimmed seats, MoT expired, red ..... **£1,500 ono**

All above coaches in good condition

ESSBEE COACHES

(01236) 423621 345/5958/FC

1990 G REG LEYLAND DAF,

16 seater, CIF, MoT till April '96, new cylinder head, fitted lap and diagonal seat-belts..... **£7,000 ono**

F 0EG TOYOTA CAETANO

19 seater, TV/video, coffee, PA, tested ..... **£17,000 ono**

Tel: 0181 524 1249

345/5946/FC

1983 SCANIA K112 Plaxton 3500, MoT Oct 96, 49 seats, WC, coffee machine, good condition .. **£31,000**

1986 LEYLAND ROYAL TIGER Plaxton 3500, MoT June 96, 49 seats, WC, coffee machine, in very good condition **£36,000**

1975 BRISTOL LHS Plaxton, MoT May 95, 33 seats, Grant doors, needs attention **£1,200**

HOOKWAYS PLEASUREWAYS

DEVON

PHONE 01837 810257

345/3621/FC

1983 TIGER VAN HOOL ALIZEE

Tax, test, hot water boiler, TV video, 52 seats, courier seat, continental spec

£25,000 ono

Part exchange considered

0151 3558888

no sensible offer refused

345/5953/FC

LEYLAND TIGER PLAXTON PARAMOUNT 3500 C REG

TL 11 semi-auto, full exec, low driver, recent retrim and paint, 49 recliners, PA + radio cassette, Drinks Master, TV monitor, video, rear toilet and continental door.
Tested till Nov '96

Offers around ~~£30,000~~ £28,000
Reduced by £2,000 for quick sale
Would consider part-exchange

01482 328473 (Humberside)
Mobile 0802 771257

345/5961/FC

SETRA S215HR 1988

49/53 reclining seats, toilet, fridge, hot drinks, video, carpets, curtains, retarder, ABS, private plate, excellent condition. Identical pair available.

£62,500 + VAT

Part Exchange Considered

(01548) 853081

345/3612/FC

DAF SB2300 (87) Van Hool Alizee, 51 seats, toilet, TV, video etc. MoT April 96

DAF SB3000 (89) Van Hool Alizee, 51 seats, toilet, TV, video etc. MoT Dec 96

DENNIS JAVELIN, (88) Duple 320, 57 seats, radio, PA etc. MoT Aug 96

VOLVO B58, (80) Plaxton, 53 seats, MoT April 96, recent recon engine

All white, well maintained, no reasonable offer refused — Must be seen

TYRER TOURS LTD

(01282) 861234 345/889/FC

1987 MCW METRO RIDER COACH, with boot, 25 retrimmed seats, white, MoT'd ..... **£10,500 ONO**

1972 LEYLAND LEOPARD SERVICE BUS, 51 seats, taxed and MoT'd ..... **£3500 ONO**

Tel: 01291 622326

345/5952/FC

DAF BOVA FUTURA FHD 1989, P.P., 49 recliners, courier seat, double glazed, drinks, radio/PA, centre sunken toilet, MoT Dec '96 . . . . . **£79,950 ono**

VOLVO B10M 1989, P.P., 2 TV videos, radio/PA, drinks, centre sunken toilet, bunk, MoT Dec '96 . . **£53,950 ono**

Both above in good condition and ready to work.

Tel: 01642 555669 for 0831 300202

345/5963/FC

JONCKHEERE P50 DAF 1983, 1 x 49 new engine and gearbox, PP toilet, boiler, courier seat, continental door, tested Jan 97 ..... **£26,500 OVNO + VAT**

JONCKHEERE BERMUDA B58 1981, air overleaf suspension, toilet, boiler, courier seat, continental door, tested April 96, can re-test ..... **£17,000 OVNO + VAT**

TEL: 0121 5508519

345/5707/FC

SWALLOW COACHES

BRISTOL

HAVE FOR SALE

OCT 1988 DAF MB230 DKFL CAETANO ALGARVE, 49/53 reclining seats, sunken toilet, continental door, red interior, MoT Aug '96 ..... **£45,000 or near offer**

Owned by us from new

MAY 1988 DAF MB230 DKFL CAETANO ALGARVE, 53 reclining seats, continental door, brown interior, MoT Oct '96 ..... **£43,000 or near offer**

FROM A GOOD HOME BUT NO LONGER REQUIRED THE ABOVE ARE WELL MAINTAINED AND ARE IN SERVICE

TEL: 0117 967 7648

832/FC

SMITHS IVINS

HIGH WYCOMBE, BUCKS

1976 LEYLAND LEOPARD DOMINANT 1, 53 str, air door, MoT Sept 96 .....£3450

1980 LEYLAND LEOPARD DOMINANT 2, air door, 57 str, MoT June 96 .....£5750

1977 LEOPARD WITH 1988 WILLOW-BROOK CRUSADER BODY, 57 str, air door, MoT July 96 .....£10,450

1982 LEYLAND LEOPARD, with 11 metre, 49 str express doors, Willow-brook body, MoT March 97 .....£7,750

All plus VAT
All clean and tidy and ready for work

Phone Office Hrs 01494 441976
Evn/W.Ends 01628 483756

345/3623/FC

SETRA 215 HD

1991 MAN — 49 reclining seats + courier, toilet, drinks machine, fridge, Webasto, curtains, Blaupunkt radio, sausage boiler and drivers bunk, re-engined August 1995 & will be supplied with 1 years MoT & painted in a colour of your choice.

£99,000 + VAT

Part/ex considered

Tel Ron or Frank

01708 864911

345/5712/FC

1985 C REG BEDFORD YNV, Ventura 12m Duple 320, 57 newly retrimmed seats, repainted plain white, FITTED WITH SEATBELTS, MoT 10/96 ..... **£19,500**

1984 BEDFORD YNT PLAXTON PARAMOUNT, 53 seats, MoT 5/96 and 11/96, choice of 2 ..... **£13,500 EACH**

1980 FORD R1014 DUPLE DOMINANT IV, 45 seats, tinted windows, fitted with seatbelts, sold with MoT **£4,000**

ALL PLUS MOT, PART EXCHANGE CONSIDERED

0178 2563563

(North Midlands) 345/5704/FC

1984 B DAF VAN HOOL ALICRON, full executive spec, 49/53 seats, centre toilet and continental door, MoT Aug 96 . **£29,500 + VAT ONO**

1986 C ROYAL TIGER (245bhp) VAN HOOL ALIZEE, full exec spec, 49 seats, centre toilet and continental door, MoT May 96 ..... **£33,000 + VAT ONO**

Willing to take p/x 53 seater eg YNT/B58/Leopard, pref Grant doors plus cash difference

TEL 0191 420 2424

(Tyneside) 345/5954/FC

DENNIS JAVELIN DUPLE 320 1989 F, 53 seats plus toilet, Telma, tempo 100, 1 owner from new, in mint condition, finished in white with blue reliefs **£43,500**

TALBOT 16 SEATER 1988, Petrol high roof, excellent vehicle. **£3,250**

FREIGHT ROVER 300 DIESEL 1988, low roof, 16 seats, finished in white **£3750**

RENAULT MASTER TURBO DIESEL 1990, 16 seats, H reg'd, finished in brilliant white **£6,250**

IVECO TURBO DIESEL 1987, 16 luxury seats, new conversion, just completed, seat belts to all seats, finished in white..... **£6,250**

HP and Part Exchange Possible

01222 860 230

Fax: 01222 860231 Eves 01222 888368

345/894/FC

CLASSIFIED

TELEPHONE 01775 711777 FAX 01775 711737

TO ADVERTISE IN NEXT WEEK'S ISSUE RING US NO LATER THAN 2 O'CLOCK TUESDAY

AEC

AEC, 760 engine, Plaxton body with brand new gearbox, breaking for spare. **01241 873464.** 345/871/AE

ACCESSIBLE VEHICLES

1991 FORD TRANSIT, 8 seater Diesel Minibus with tail-lift, only 35,500 miles, immaculate condition, MoT to February 1997 ..... **£14,995 + VAT**

1989 FORD TRANSIT, 8 seater Petrol Minibus with tail-lift, 98,000 miles, excellent condition, MoT to January 1997 ..... **£9995 + VAT**

Tel: 01277 215526

345/5664/ACC

1987 TALBOT PEUGEOT TRIAXLE DIESEL, Ratcliffe taillift, 16 seats with lapbelts and 2 wheelchairs, 1 year's test. **£6,000 + VAT. Tel: 01923 222151/225412.** 345/5599/ACC

BEDFORD

BEDFORD YLQ DOMINANT 1980, 45 seater, recent new engine/respray ..... **£3950 + VAT**

BEDFORD YMT SUPREME IV 1981 (X), 44 reclining seats, rear toilet/servery, TV/video/tables, test till Sept '96 ..... **£5850 + VAT**

Tel: 01322 614191

345/5556/BED

BEDFORD 1986 YNT PLAXTON PARAMOUNT 3200, 53 seater, very good engine and single plate clutch fitted, MoT 1997 and taxed. **£21,000 + VAT. Tel: 01623 650241.** 345/5579/BED

TWO BEDFORD COACHES FOR SALE: 1984 PLAXTON PARAMOUNT — MoT certificate expires May 31. **1982 PLAXTON SUPREME** — MoT certificate expires June 20. **Gilbert Motors Ltd., Bovingdon 01442 832474.** 345/5648/BED

WANTED

1987/88 BEDFORD YNV 57 OR 53 STR PLAXTON OR DUPLE

Must be in Good Condition

Ring 01432 820214

345/5703/BED

BEDFORD 1980 YMT DOMINANT II, 53 seater, Grant doors, nice condition with long MoT, all white, **£3,150. 01268 783878 (Essex).** 345/5931/BED

BEDFORD 35 SEAT YMPS PARAMOUNT D REG, High Blow engine, new MoT, recon box, excellent condition throughout. **£28,000. 0121 558 0087.** 345/5595/BED

BEDFORD

1976 BEDFORD SERVICE BUS, 330 engine, NJM Willowbrook, 41 seats, very tidy, 2 owners from new, £1,500 + VAT. Tom Owen Llandudno **01492 877682.** 345/887/BED

1986 BEDFORD YNV, 61 seater Duple 320, MoT Sept, **£19,000 + VAT. Tel: 0141 849 1234** 345/5716/BED

BOVA

BOVA 1984 FUTURA, 49 seater, centre sunken toilet, cont door, drivers bunk, drinks, double glazed, fridge, Webasto, seat belts, Telma, video. Recent complete internal re-trim. Good looking coach in excellent condition for year. Long MoT, **£34,000 ono.** Part exchange considered. **01268 783878 (Essex).** 345/5932/BV

BRISTOL

1978

BRISTOL L/H SUPREME

33 seats, good condition, MoT April 1996, TV and video also, a public address system

Selling price: £4,500 ono

Would consider p/x for 16 or 17 seater

For details phone: 01983 562902 and ask for Mr Danny Ball

345/5627/BR

TWO BRISTOL LH ECW SERVICE BUSES, one '79, one '80, long MoT's, taxed, very good condition, both engines rebuilt. £3,775 each ono + VAT. Seaton Engineering Services. 01363 773747. 345/860/BR

BRISTOL LHS, 33 seat Plaxton, tested till Oct 96, Paramount front, exceptionally clean inside and out, white, not sign written, power door ..... **£8,250 + VAT ono**

BRISTOL LHS ECW, 29 dual purpose seats, excellent runner..... **£1,950 + VAT ono**

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345/5694/BR

BRISTOL LH EC BODY, for dismantling Diff U/S, good engine/gearbox, buyer collects, offers invited. **01798 873233 (Sussex).** 345/880/BR

BRISTOL LHS PLAXTON 30 SEATER, retrimmed 2 yrs ago, power steering, large boot, very reliable, **£7,250 + VAT ono. Tel: 01305 784850** 345/5705/BR

CAETANO

1987 CAETANO OPTIMO repainted white, MoT May/96, very clean inside and out, selling due to end of contract, £9,500 ovno. Tel: 0181 994 8969. 5513/CA

E REG CAETANO VIANA, 24 seats, MoT and taxed, good condition, £6,000 ono + VAT. Tel: 01992 450225. 5549/CA

DAF

1982 DAF MB200 PLAXTON SUPREME VGT, 51 seater, recliners, n/s/r toilet, power door, full draw curtains, ZF-Splitter, owner/driven 6 years, FSH, average mileage 15,000 pa, laid-up August with engine problems, driveable but engine appears out of balance. I have not the time or patience to repair. Will sell as it is for **£12,000 + VAT. Tel: Southend 01702 540456.** 345/865/DA

PLAXTON PARAMOUNT 3500

DAF MB200, 53 reclining seats, MoT 5/96, well maintained, eye catching coach, 1985 on personal plate at

£38,750 + VAT

Buy with confidence from an operator noted for the quality of it's used vehicles

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53 seater luxury coach, usual refinements, owned from new, low mileage, fully maintained to our usual high standard with documentation

Hodges Coaches

Tel: (01252) 873131 or (01252) 873989

345/5689/DA

1985 DAF MB200 PLAXTON PARAMOUNT 3500, low driver, 53 reclining seats, Blaupunkt, radio/PA, curtains, rear continental door, excellent condition throughout, very smart vehicle, taxed and tested. **£37,950 + VAT. Tel: 01992 572409.** 345/5597/DA

DAF ALPHA 1981 53 SEATER, all white, tidy for year, 1160 engine, **offers. Tel: 01305 784850** 345/5706/DA

88 DAF BERKHOF, 75 seat executive, new test, offers, **Blythswood Motors (Glasgow). 0141 221 3165** 345/5927/DA

DOUBLE DECKER

1976 DAIMLER FLEETLINE, 76 seats, single entrance door, Gardner eng, good all round condition, tested Jan '97. £3,950 + VAT. **01268 765240.** 345/861/DD

DAIMLER FLEETLINE 1979, Northern Counties body, 83 seats, single entrance, MoT Sept '96, very clean and sound machine. **£9,000 + VAT. Tel: 01594 542224.** 345/5920/DD

FORD

V REG 35 SEAT FORD PLAXTON SUPREME, repanelled 2 years ago, very clean, taxed and tested, £6,995 + VAT. Tel: 01772 785300. 345/5583/FO

1978 FORD R114 Duple MkII, MoT 25/6/96, tidy with 53 good seats, PD, £2,000 + VAT ono or part ex for minibus 345/5949/FO

1980 FORD R1114, 53 seat Plaxton, air door, MoT Jan '97, tidy coach ..... **£4,000 + VAT**

1977 FORD R1104, 43 low back seats, MoT July '96, air door, taxed, tidy for age ..... **£1,500 + VAT**

Wanted

C Series Cummins Engine

Tel: 01462 682883 (Day) or 01438 352920 (Eve)

345/5930/FO

FORD TAXIBUS, 8 + wheelchair, also Tourneo + 14, 15, 16 available now. **Blythswood Motors (Glasgow). 0141 221 3165** 345/5929/FO

FORD TRANSIT, coach built, 16 seat, hi-roof, luxury, new reg, hi-spec, **£23,500. Blythswood Motors (Glasgow) 0141 221 3165** 345/5928/FO

IVECO

IVECO 87 TURBO, power door, service buses and coach seated, 21 seats, choice, **From £4,000. Blythswood Motors (Glasgow). 0141 221 3165** 345/5924/IV

LEYLAND

LEYLAND LEOPARD PLAXTON SUPREME III, 1976 P/P, fully reconditioned, new interior, recon engine, recon gearbox, long MoT, taxed, very good condition. £5,000 + VAT ono. Seaton Engineering Services. 01363 773747. 345/859/LE

DOUBLE DECKER

FLEETLINE V REGISTRATION

Gardiner, single door, clean and tidy, new MoT

£6,000

Tel: 01285 810000

345/5956/DD

LEYLAND ATLANTEANS

CWG 683V, 1979, 74 seat Alexander/Voith, MoT 12/96, recent engine	£5,500 ono
CWG 691V, 1979, 74 seat Alexander/Voith, MoT 7/96	£5,000 ono
KSU 851P, 1975, 76 seat Alexander, MoT 12/96	£3,500 ono
WVM 901S, 1978, 75 seat Park Royal, MoT 2/97	£4,000 ono

(ALL PLUS VAT)

All the above for sale due to new vehicle replacement

BLUE BUS (LANCS) — 01204 668112 345/3620/DD

LEYLAND

1987 TIGER DOYEN
Semi auto, 49 recliners, wc, hot/cold drinks, double glazing, continental door, tested Oct '96. Excellent condition, very clean and tidy. Good touring coach.
£27,500 + VAT
At this price first to see will buy
Tel: 01903 740123 or 0378 934041
345/872/LE

2 X 1978 (S) LEOPARD DUPLE DOMINANT I, 49 seats, semi auto, destination gear, express doors, MoT 7/96. **£3,450 + VAT each. Tel: 01631 563244.** 345/5645/LE

1987 D REG LEYLAND TIGER 245 EXPRESS PLAXTON PARAMOUNT 3200
53 reclining seats, tinted windows, curtains, power door, radio, PA, cassette, MoT Nov '96
£33,000 plus VAT
Choice of two
Wainfleet Coaches
Nuneaton
01203 383243 345/866/LE

LEYLAND ATLANTEAN, 75 seater. **Tel: 01492 879133.** 345/5901/LE

1986 LEYLAND TIGER DUPLE 340, 48 seats and toilet, ZF auto, to be sold with full MoT **£22,500**
1984 LEYLAND TIGER DUPLE DOMINANT IV, 55 retrimmed seats, express doors, long MoT, vgc **£11,500**
Tel: (Stockton)
01642 677637
345/5907/LE

1976 LEYLAND LEOPARD, 53 seats, Plaxton, air door, very good condition. **£3,000. 0181 517 3534.** 5249/LE

5-1-89 TIGER/CUMMINS/PARAMOUNT 3500 TELMA, 49 recliners, toilet, drinks, fridge, double glazed, 1st class condition throughout, owned by us from new, MoT to 22.12.96 ..... **£68,000**
1-8-85 TIGER TL/11/PARAMOUNT 3500 TELMA, 49 recliners, toilet, drinks, fridge, double glazed, 1st class condition throughout, owned by us from new, MoT to 6.5.96 ..... **£38,000**
19-3-83 TIGER TL/11 245/SUPREME 12M, 57 newly retrimmed seats, good condition, MoT to 12.12.96 ..... **£17,000**
1-12-79 LEOPARD/SUPREME 11M, semi-auto, 53 service seats and pen, good condition, MoT to 6.5.96 ..... **£7,000**
HORNSBY TRAVEL
Scunthorpe
01724 282255
345/5589/LE

1978 LEYLAND ATLANTEAN, Northern Counties body, 75 seater, recon engine and gearbox, £2,750 ono + VAT. Leyland Leopard, Alexander body, service bus, 53 seater, 12 months moT, £3,000 + VAT ono. **01226 724296 or 202768.** 345/878/LE

1984 PP LEYLAND ROYAL TIGER
New works engine and gearbox, new retrim, tested, coffee machine, toilet, TV, video, new tyres, new brakes.
Any Trial
£18,250 ONO + VAT
Tel: 01579 383432
345/5933/LE

LEYLAND LEOPARDS, from 1978 to 81, tested and ready to work, 49 to 57 coach spec and express doors, **From £3,000. Blythswood Motors (Glasgow). 0141 221 3165** 345/5606/LE

1975 LEYLAND NATIONAL 1
recent engine + box, MoT June '96, lots spent but Diff suspect, reasonable condition, loads of spares included
£3,000 + VAT
or genuine offers please
Alexcars Coaches of Cirencester
01285 653985
Ask for Rod 345/3616/LE

LAG

C REG LAG PANORAMIC
49 seats, video, toilet, very good condition, full year's MoT, taxed
£35,000
Tel: 0171 228 0290
345/5514/LAG

LAG PANORAMIC 1984
DAF 1160, taxed till May 96, MoT till June 96, toilet, tea and coffee machine, courier seat and drivers bunk, wired for TV and video, 1 x TV included
£25,500 ono + VAT
Tel: 01203 326920
345/5692/LAG

MERCEDES

1986 MERCEDES 608D 21 SEATER, Crystal conversion, body skirts, tinted windows, luggage racks, soft trim, good condition, 1 year's test, owned by us from new. **£7,900 + VAT. Tel: 01923 222151/225412.** 345/5598/ME

1991 'J' MERCEDES 811D, manual, 33 bus seats, 6 standees, Wessex body, moquette seats and white clean interior, 240,000 km's, test Dec 1996, clean and tidy, available shortly, £27,000 ovno. **01395 233010 or 01392 461670 (Eves).** 345/874/ME

1989 MERCEDES 811, Reeve Burgess, Beaver 29 full size reclining seats with armrests, large boot, side lockers, MoT Nov 1996, vgc. **£26,000 + VAT. Chivers. Tel: 01252 702201 (Surrey).** 345/5940/ME

MERCEDES 508D 1982, 19 seats, new MoT, taxed, seatbelts, rad/cass, boot, sideskirts, tinted glass, maroon, cream. Tidy and reliable, used daily, buying minibus. **£3,500 + VAT. 01253 860469.** 345/3604/ME

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MERCEDES IMMEDIATE DELIVERY, most models from Urban Ranger (capacity 70 passengers) to 811 (46 passengers) also wheelchair models, and coach spec vehicles all ex stock for instant delivery, part ex welcome. **Blythswood Motors (Glasgow) 0141 221 3165** 345/5926/MC

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24 seat coach, power door, boot, low mileage
Possible part exchange
Tel: 0131 333 2346
345/5937/ME

11-10-88 MERCEDES 609, Robin Hood conversion, 24 high back seats, power door, boot, MoT to 14.6.96, **£13,000. Tel: Hornsby Travel 01724 282255.** 345/5590/ME

MCW

CARDIFF BUS
OFFER FOR SALE
4 MCW METRORIDERS
23 bus seats, current MoT test
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David Whalley
01222 787788
for details 345/5660/MCW

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MAN REEVE BURGESS RIVERA 28 SEATER 1984, (PP), excellent condition. **£9,750 + VAT. Tel: 01322 614191.** 345/5557/MN

1980 MAN SR280
48 seats, with rear floor mounted toilet, wired for video, TV, recent engine overhaul and retrim
Tel: 01768 865446
345/5641/MN

MINICOACH

1989 LEYLAND SWIFT
31 seater, Elme bodied coach with Cummins diesel Engine, good condition, MoT to August 1996
£24,000 + VAT
Tel: 01277 215526
345/5663/MIN

MIDICOACH

TOYOTA OPTIMO CAETANO 1987 (D), new engine, clutch, radiator, MoT 12/96. **Tel: 01797 363563.** 345/5642/MID

MIDICOACH

MAN CAETANO ALGARVE AUG 1990 H REG
Test Aug '96, 32 recliners + courier, toilet, drinks unit, fridge, wired TV/video, carpets, curtains, finished all in white, first class condition, must be seen
£58,500 + VAT
01661 843638 OR MOBILE 0860 371424
345/5555/MID

1994 MERCEDES 814D
33 seat Autobus Classique Boot, tested until 19th December 1996
£52,500 ONO
Dalesman (Leeds)
Tel: 01943 870228
345/5576/MID

1994 35 SEATER MAN 11-190 ALGARVE II
35 recliners + courier, double glazed, air suspension, curtains, carpets, automatic convector heating, Blaupunkt radio/pa, wired for video/drinks/tablelamps, continental door, white with red/grey interior, low mileage, dealer maintained, full MoT.
IMMACULATE CONDITION THROUGHOUT
£88,500 + VAT ONO
(new price now £106,500)
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345/5935/MID

2 1989 TOYOTA OPTIMO'S
18 seat recliners, 1st class order, used only on quality private hire, 12 months MoT, full service history, owned by us from new, basic white, white with vinyl livery
£18,000 each + VAT OVNO
Silver Coach Lines Ltd
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Scotland EH6 7JZ
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1988 MERCEDES 307D
1 owner from new, Reeve Burgess conversion, nice condition, recent engine, taxed and tested till June
£4995 ONO
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2 x 1986 (D) Dormobile 20-seater service buses, electric door, one with tachograph, PSV's to March & July 1996 ..... **Offers around £3,250 each or £6,000 for the pair**
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These vehicles can be re-tested or painted according to your requirements at cost
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345/840/MB

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1982 Y REG 18 SEATER FIAT BEJA, vgc, all round excellent runner, sold with full year's MoT. **£3,950 ono. Tel: 01692 405019 or 01692 500904.** 345/3617/MB

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FORD TRANSIT DORMOBILE, 16 high back seats, MoT June, tax Nov 1984, £2,000 + VAT ono. **Tel: 01773 603205.** 345/3606/MB

1991 (J) FORD Transit, 15 seater, high roof, high back seats, 3 point seatbelts, PCV, test to Sept '96, all white, excellent condition, £10,950 + VAT ovno. **Tel: 01963 31099.** 345/881/MB

1983 FORD TRANSIT MARK II, M2M body, no MoT. **£250. Tel: 01685 383092.** 345/5941/MB

DODGE MINIBUSES for sale or hire, 18-25 seats with full MoT. **Phone for further details 0121 558 0087** 345/5233/MB

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345/60/VL

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16 high back seats on tracking, soft trim, tinted windows, parcel racks, quad vent, rear saloon heater, lowered entrance step, radio cassette + 8 speakers, 4 interior lights with dim facility etc.

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High spec, lux 16 seater minibus, high roof, dual purpose, wheelchair lift, COIF for 5 wheelchairs — 2 passengers

EXCELLENT VALUE — £22,995 + VAT

79 FORD DUPLE, 53 seater COIF ..... POA
L REG 400 MINI COACH, high roof, high spec, low miles, belts all round, COIF ..... **£69.95 per wk**
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345/5616/MB

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H TRANSIT, diesel, 20 coach seats, power door, 1 years annual **£14,950**
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WHEELCHAIR ACCESSIBLE

H RENAULT, diesel, 33 seats, power door, very tidy **£10,500**
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E TRANSIT, diesel Dormobile, coach built, from **£6,950**

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'Coach Built Enterprise'

33 coach seats & armrests, Glider power door, full length seating, large boot, luggage racks, tinted windows, reading lights, very high specification

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1994 M Reg Diesel, high roof, 5 speed gearbox, new conversion, 16 coach seats, full soft trim, drop step, radio/cass, CIF, as new

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Immediate Delivery

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Diesel, 5 speed gearbox, PAS, low roof, 16 seater minibus, forward facing seats, 16 lap restraints, full soft trim, radio cassette, CIF

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345/7580/MB

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1989 G MERCEDES 609D, Reeve Burgess, 20 seats, tax/Oct test..**£13,000**
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1989 G IVECO 49-10, Carlyle, 23/25 seats, tax/Dec test.....**£6,000**
1988 F IVECO 49-10, Carlyle, 21 seats, tax/Nov test.....**£4,500**
1988 F IVECO 49-10, N. Counties, 22 seats, tax/Nov test **£4,500**
1986 D IVECO 49-10, Robin Hood, 21 seats, tax/Aug test.....**£3,750**

Finance available subject to status
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F.T.A. report on each vehicle
Will repaint in white at no extra cost

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0161 653 1900 — NORTH MANCHESTER
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344/847/MB

1989 G
FORD TRANSIT

PCV, diesel, 12 seats, MoT Oct 96, SWB, good condition
£5,250 + VAT
Tel: 01543 686937
345/5697/MB

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MERCEDES 609, 24 seat hi spec with boot, 4 point belts .....**£35,995 + VAT**
MERCEDES 609, 24 seat, hi spec, dual purpose, wheelchair lift, 4 point belts..... **£37,995 + VAT**
MERCEDES 412 SPRINTER, 16 forward facing seats, front entry, 4 point belts, independent heater, hi spec, in stock/in build .....**£28,995 + VAT**
MERCEDES 412, (As Above) dual purpose, wheelchair lift....**£31,995 + VAT**
FORD TRANSIT 230, extra long w/base, high roof, 16 forward facing seats, front entry (No Sliding Door), hi spec, 4 point belts .....**£24,995 + VAT**
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609 VAN CONVERSION, 24 seat, luxury power door, seat belts
711 MERCEDES, 29 seater, Alexander DipTac, bus spec

USED
1994 L 12 SEAT MERCEDES 208, Travel Liner, low mileage
1987 E MERCEDES 609, 18 seats, van rear doors, suit T/L
1993 K MERCEDES PLAXTON, 33 seat luxury
1990 H MERCEDES 709, 25 seat dual purpose
1990 H TOYOTA OPTIMO, 21 seat TV, Video
1990 MERCEDES 307, 12 seat, high roof
345/7652/MB

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Diesel, 16 seater + 5 standees, 1986, taxed till April, MoT till mid Nov
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E reg, 20 seats, tested 15/1/97, Carlysle MkII body, ready to work
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2.5 Diesel, 15 seater automatic, ABS, white, full service history, new MoT, immaculate
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345/5700/NE

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Talbot Tri-axle fitted tail lift. Choice of 2. 1988 Diesel, low miles.....**£6450**

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Due for replacement
1988 E, Auto V10, includes retrim in colour of your choice.....**£79,000**
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£35,000 ono

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345/5661/NE

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1988

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345/3611/NE

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1986 D OPTARE CITY PACER, 25 SEATS, new engine, gearbox, new MoT, very good condition, white, **£6,750 + VAT. 01408 621245**

345/818/OP

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86 SCANIA K112
74 SEAT JONCKHEERE

New full engine/clutch in November 1995, gearbox 12 months old. All seats recovered. Mot until Nov 96.

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345/5625/SC

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1980 SEDDON PENINE, 49 seat coach, Alexander 'T Type' alloy body, retrimmed seats, semi-auto, Gardner Exchange engine, new test, very clean. £7,250. **01698 870242, 01698 870289 (eves, w/ ends).** 345/888/SE

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TALBOT TRI-AXLE, service and dual purpose, long test 89/90, **from £4,500. Blythswood Motors (Glasgow). 0141 221 3165** 345/5925/TA

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53 + courier, d/glazed, Merc 0303 running gear, not registered in the UK, requires tilt test and MoT

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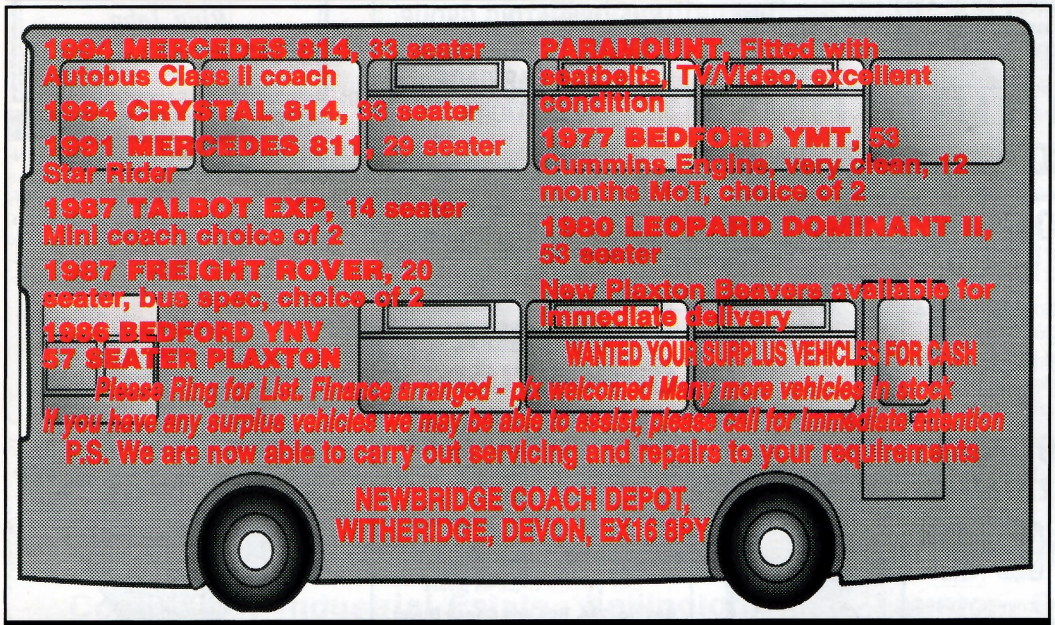

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1985 (B) Daf MB230 Van Hool Alizee 48, with servery or 50 reclining seats, N/S saloon, rear toilet, continental door. Driver's bunk. MoT January 1997

1983 (Y) Leyland Tiger 245 S/Auto Plaxton 3200, 53 seats, express, MoT February 1997

1980 (V) Leyland Leopard Sup, IV Exp, 11m 53 seats, MoT May 1996

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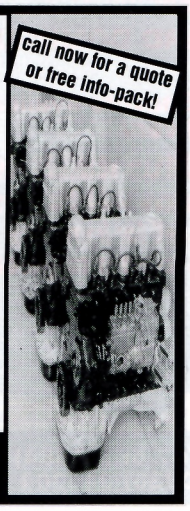

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1988 MERCEDES 307D, 12 moquette seats, interior — grey/blue, exterior — white

1988 TOYOTA OPTIMO (6 cylinder engine), 20 seats, 1 table, interior — red; Exterior — cream, MoT June 1996

1987 LAG PANORAMIC, 49 reclining seats, centre sunken toilet, continental door, fridge, boiler, driver's bunk, double glazing, Telma retarder. Interior — grey/red; Exterior — cream/red/blue. MoT December 1996

1987 BEDFORD YNV DUPLE 320, 57 reclining seats, power operated door. Interior — autumn tint; Exterior — white/red. MoT March 1996

1987 LEYLAND TIGER DUPLE 320, 48 reclining seats, rear toilet, servery, curtains to side windows. Interior — grey/red; Exterior — cream/brown, MoT July 1996

1987 LEYLAND TIGER JONCKHEERE P.50, 51 reclining seats, rear sunken toilet, continental door. Interior — grey mauve/pink (retrimmed); Exterior — white. MoT April 1996

1986 MERCEDES JONCKHEERE P599 DOUBLE DECKER, 77 reclining seats, toilet, fridge, water boiler, TV & video. Interior — grey/red; Exterior — white. MoT September 1996

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1983 MAN SR 280, 49 reclining seats, centre sunken toilet, continental door. Interior — red; Exterior — red/cream. MoT March 1996

1983 DAF DKTL CAETANO ALPHA, 53 reclining seats, power operated entrance door. Interior — blue/grey; Exterior — white. MoT March 1996

1983 NEOPLAN SKYLINER, 77 reclining seats, toilet and water boiler. Interior — blue; Exterior — white/blue, MoT January 1997

1982 MAN SR 280, 49 reclining seats, centre sunken toilet, continental door. Interior — red; Exterior — white/red. MoT.

1982 VOLVO B10M DUPLE GOLDLINER, 49 reclining seats, toilet, continental door, wired for video and monitor. Interior — autumn tint; Exterior — cream/beige. MoT.

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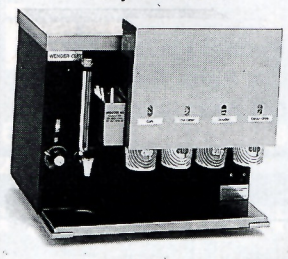

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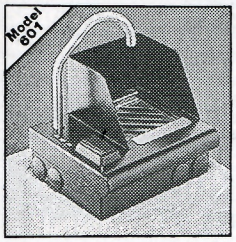

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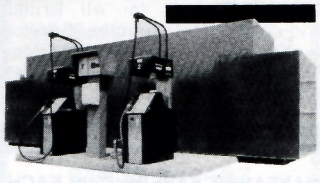

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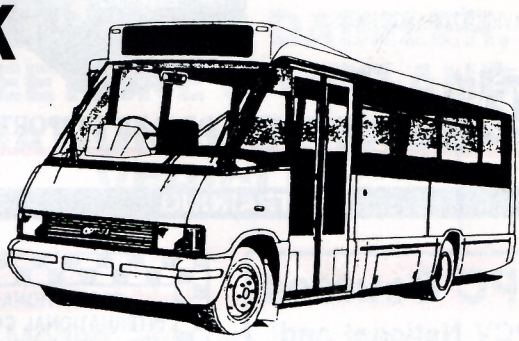

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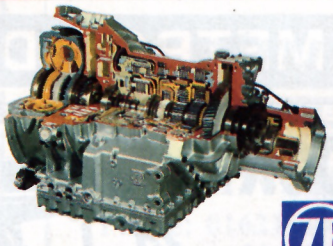

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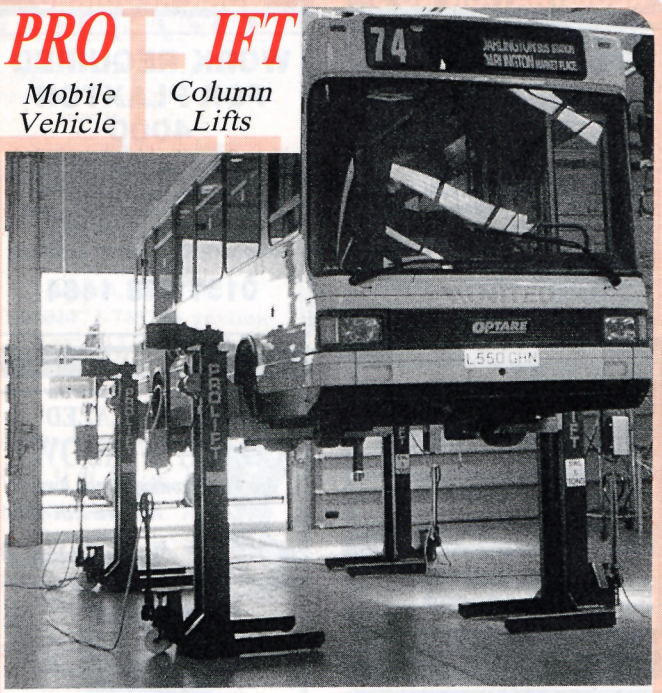

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